

Scale AVIATION Modeller International



Messerschmitt's

Bf 108

From Taifun to Penguin

1/72
Spotlight
Gannet
TEST SHOT PREVIEWED

NEW

Scale Plans
by Arthur L
Bentley



INSIDE

Modellers Profile 10
Bf 108 Taifun

in association with **Hobbylink**
Japan

US Patrol
Nike Missiles

Scaling Down
Amerika Bomber

- Hanriot HD1
- F-89D Scorpion
- Rufe Floatplane
- Jaguar Farewell
- Undercover Diorama

15
REVIEWS
INSIDE



Published by SAM Limited
under licence from SAM Publications
Media House, 21 Kingsway, Bedford MK42 9BJ
Telephone: +44 (0) 8707 333373
Fax: +44 (0) 8707 333744
Email: mail@sampublications.com

Use the above address for back issue orders, subscriptions, enquiries or book orders. Note that we cannot undertake research into specific or general aviation queries and that there may be some delays in responses from the contributors, as they are not based at the editorial address.

Publisher ■ SAM Limited

Editor ■ Gary Hatcher
gary@sampublications.com

Group Editor ■ Neil Robinson
neil@sampublications.com

Associate Editor ■ David Francis
david@sampublications.com

The editorial emails are ONLY to be used for editorial submissions. They are NOT for subscription payments or queries, back issues or Modellers Datafile orders. Please send all of these to the SAM Limited address detailed at the top of this column.

Art Director ■ Simon Sugarhood

Aviation Illustrations ■ John Fox (UK);
David Howley (UK)

Scale Plans ■ Len Whalley (UK)

Contributors this month

■ Arthur Bentley ■ John Fox ■ John Fox
■ Darryl Foxwell ■ David Francis ■ Tony Grand
■ Gary Jarman ■ Ricardo Abad Medina ■ Steve Palmer
■ Mike Verier

Kit Review Team this month

■ John Bisset ■ Chris Busbridge ■ Clive Duckworth
■ Paul Gilson ■ James Griffiths ■ Dave Hooper
■ Edward Jones ■ Tim Large ■ Andy McCabe
■ Colin Pickett ■ Adrian Troughton

Advertising Manager ■ Joanna Brooks
Tel: +44 (0) 8707 333 733
Email joanna@sampublications.com

Distribution ■ Odyssey Publisher Services Ltd
7 St Andrews Way, Devons Road, Bromley by Bow,
London, E3 3PA, UK Tel: +44 (0) 870 240 2058

North American Distribution ■ Disticor
695 Westney Rd South, Suite 14, Ajax, Ontario,
Canada L1S 6M9 Tel: +1 (905) 619 6565

SAM Limited is a member of
TOY & HOBBY
ASSOCIATION

© SAM Limited 2008
All rights reserved. No part of this publication may be reproduced or transmitted (including posting to a website) in any form or by any means, electronic or mechanical, including photocopy, recording, or any other information storage and retrieval system, without prior permission in writing from the publishers.

SUBSCRIPTIONS

Cheques/Money Orders in Sterling only made payable to SAM Limited and sent to the address above. Major credit card payment accepted by telephone.

Subscription Hotline +44 (0) 8707 333373

AMERICAN SUBSCRIPTIONS

Wise Owl is no longer selling subscriptions on behalf of SAM Limited. Current Wise Owl customers can renew their subscriptions at the current rates directly with SAM Limited.

Subscription hotline +44 (0)8707 333 373 – we are happy to call you back to take your order!

Email ordering and customer support:
rebecca@sampublications.com

Website secure online ordering:
www.sampublications.com

American shops and trade may obtain copies from
Kalmbach Publishing Toll Free 1 800 558 1544

Canadian shops and trade may obtain copies from
Gordon & Gotch Toll Free 1 800 438 5005

Scale Aviation Modeller International, Volume 14 Issue 4,
April 2008 (ISSN 1356-0530) published monthly by:
SAM Limited, 2221 Niagara Falls Blvd, Niagara Falls, NY,
14304-5709.

Periodicals postage pending: Niagara Falls, NY,
US Postmaster: Send address corrections to:
Scale Aviation Modeller International, PO Box 265,
Williamsville, NY 14231

Scale
AVIATION
Modeller
International



Modellers Profile 10 447 Messerschmitt Bf 108

REGULARS

404 News

News and forthcoming products from around the world, including our At a Glance look at this month's new arrivals

416 Previews

An initial glance at kits received for preview, including new releases from AZ Models, Classic Airframes, Eduard and Revell

420 Reviews

The review team look at more new and recent releases

432 Accessories

New releases this month from Aires, Cammett, Contrails, Eduard, MDC, Quickboost, RB, R-Flight, Scale Aircraft Conversions and Scale Model Perfection

436 Decals

More new items from Dutch, Freightdog, MDC, Phoenix, R-Flight, Series Espanolas, Two Bobs, Two Six, Yellow Wings and Zotz

462 US Patrol

Steve Palmer recalls the missile age and the Cold War, when everyone's backyard was a potential war zone

481 IPMS USA

Paul Bradley's monthly report from the States looks at further initiatives to help new and returning modellers

488 Feedback

492 Bookshelf

494 Reader's Classifieds

495 Events

496 Shop Guide

497 Web Guide

498 Address List & Advert Index



Scaling Down

444 by Mike Verier

Even Luft '46 is getting the treatment in 1/144. Mike tackles Anigrands Daimler-Benz behemoth



Fun with Rufe

456 by David Francis

Converting the 1/32 Tamiya A6M2 Zero to a floatplane using MDC's conversion set



Jaguar Passing

464 by Gary Jarman

The decals are the star of the show as three 1/72 Jaguars showcase Model Alliance's farewell schemes

Cover illustration by John Fox: Bf 108B-1 D-1HDD. Isle of Man racing aircraft, 1937



The Scorpion

470 by Tony Grand

Academy's F-89D showing just how much can be done with a good kit and just a little scratchbuilding



Italian Aces

476 by Ricardo Abad Medina

I predict a Hanriot. Eduard's 1/48 Hanriot HD.1 gets some special treatment



Undercover

482 by Darryl Foxwell

A late war diorama depicting an undercover airfield 'somewhere in Germany'

Trying to Find a Way Out

EDITORIAL

The Editorial team, you may rest assured, will not be gathering nuts in May. They will, hard-working dedicated professionals that they are, be out loafing around the country at model shows trying to look important, and hoping somebody will recognise them and utter their hallowed names in a hushed whisper. Naturally no one actually gives a hoot, so they are more likely to be dodging buns hurled by angry readers who have once again failed to find their favourite aircraft featured prominently. You'd think that a magazine able to find room for the Irbis I-15, the Dufaux C.1, and any amount of strange and obscure Finnish trainers would ultimately have featured something for everyone, but sadly this is not the case, and the Crop Sprayers SIG will have to wait a little while longer for their dreams to come true and a Rawdon T-1SD to appear on the front cover.

Mind you, we haven't had many Spitfires in recently...

But we are at the height of the show season, and this year's events so far have been particularly enjoyable with some very good attendance figures, and it is very gratifying to see the amount of people leaving the workbench for the day and coming out and joining in the fun. Modelling is a wonderfully relaxing – albeit occasionally infuriating – solitary pursuit, but the broader community of fellow enthusiasts is very good company, and if you haven't been tempted by any of the shows so far, then there are plenty more in the pipeline.

SAMI's next confirmed appearance is at the Scottish Nationals on April 26th - 27th, so any readers who fancy a weekend away are thoroughly recommended a trip to Perth. Group Editor Neil Robinson will be there to answer all your complaints – he's the one with the beard – so make sure your buns are on target if you come with a chip on your shoulder.

In the meantime the industry is as busy as ever, so let's get on with the News. ■

My father had an interesting range of expressions indigenous to his native Somerset, as well as others accrued from a long life spent on railway engines and building sites. Some of these I will be passing on to my children in turn, while some of the less obvious ones I am still trying to fathom to this day. A particular favourite, though, was one he used to imply indecision: 'you're like a fart in a colander,' he would tell us 'you can't decide which hole to go out.' Readers will, I hope, pardon the vulgar usage, as this particular expression graphically illustrates the chief problem I face as a modeller time and time again – what to do next.

As last month's editorial will have suggested, this is not simply confined to which individual kit to start building. It transcends mere aircraft type, passes through the broader boundaries of scale, makes a mockery of genre and in the end has me teetering on the brink of whole new vistas of modelling subjects including warships, armour, railways, and once – when confronted by a tempting little model of a pale blue Trabant – almost into the parallel world of diecast collecting, from whence only the timely release of Special Hobby's 1/48 Albacore wrenched me back.

I shouldn't complain, I suppose, as in this respect I am spoiled by a surfeit of choice, and may be thankful I live in the lap of luxury, rather than in one of those parts of the world where the machines I model have a more sinister significance. What this eclecticism does mean, though, is that thanks to the constant flitting between various subjects, my modelling cabinet is virtually empty.

How this can be after a dozen years or so of giving myself up wholly to the subject has its roots in the same malaise that allowed me, after nearly twenty years of lineside photography, to have amassed a collection of several thousand negatives, yet barely any actual printed photographs to show for my pains. As in the darkroom, so on the modelling bench. What tends to happen is that weeks and months of painstaking toil building up part of a particular collection is interrupted by the arrival of a new model so desirable, that I embark upon a new course, dropping everything behind me. One particular theme I was building once had actually reached double figures – there were nine BAe Hawks, three Buccaneers, four Jaguars, five Tornados and any amount of Harriers and Tucanos, all in late 1990s markings. At that point the arrival of

Xtradecal's RAF Update 2000 sheets was the best thing that had happened to me for years, and I was eagerly filling shelves up with contemporary RAF subjects in 1/72 as fast as I could.

Enter the Fleet Air Arm, and some dabbling in 1/48, then a short phase of 1/35 armour. By the time I returned to the modern day RAF my modelling skills had improved so much that all the models in the collection no longer looked good enough. I'm not saying I

new in-house requirements.

As for the 1/144 Luftwaffe Tornados, they are all currently in store pending refurbishment. The problem was that I pulled out the stops to finish one for a particular show, and went a step further, installing landing lights, and fitting a number of ancillary parts prior to painting, which improved it no end. As a result of this, the other eight are all below par, and must wait until the current armour phase ends. Hopefully,



So what is this week's model...?

had become a brilliant modeller, not even a particularly good one, but my own personal bar had been raised to the extent that all the previous kits no longer stood up to scrutiny, so they were disposed of at shows or online auctions, for a fraction of the cost in time and effort that went into them. This happens time after time. Having indulged the never quite dormant taste for early war armour recently, I dusted off the output from a previous phase only to find they looked two-dimensional next to the newly finished DML Panzer Ia. Consequently, they have all gone in for scrap or refurbishment, although given the quality of new kits now superseding them, and the scarce modelling time I can currently afford, the scrapyards look the more attractive option. The end result, of course, is another square foot and a half of empty space in the cabinet.

The 1/72 Fleet Air Arm went the same way. All that remains is an Italeri Wessex, which I seem not to have made a bodge of, and the Special Hobby Firefly V, whose resin interior redeems it from the fate of so many others not measuring up to the

on revisiting, they will be salvageable, as they were looking pretty nice for a while.

So what next? The Fleet Air Arm is calling again, although this time in a larger scale, and I am tempted too by some of the 1/32 kits that slip through my fingers on their way out to the review team – that Trumpeter Harrier looks like a beauty! The Revell Starfighters are burning a hole in the workbench, and with the C-17 coming, and the Airfix VC-10 actually started I don't know where to turn. On top of this, Andy McCabe's blue *Taifun* has given me new hankerings, and though hitherto I knew little about the F-89 Scorpion, I now want one. Actually I'd like 20, all in 1/144, lined up beside a B-47 and a Starlifter. And then there is the Galaxy; and the Revell Gannet shot has arrived...

In the meantime, then, I remain inside the colander, with no direction, buffeting about in circles, trying to find a way out. ■

Gary Hatcher
Editor, SAMI

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw

April

Mr Hammond, UK – Paints

Mr ORR, UK – Paints

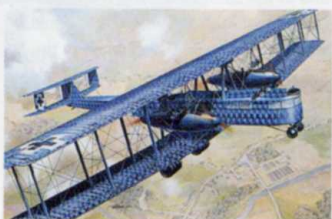
Mr Bernasconi, France – Paints

Entry to the monthly prize draw is FREE to all subscribers.

Missing Links

RODEN

New from Roden in April is the announcement of a new kit of the Nieuport 28c1, although no details are as yet available. Also due out soon will be the De Havilland D.H.9 in 1/48 (#423/ETBC, which is a perfect follow-up to the D.H.4. It would be nice to imagine that the arrival of a 1/48 D.H.9 will herald in an exhaustive series of inter-war British types insufficiently kitted in quarter scale – starting with the Westland Walrus and taking the line right up to the Blackburn Shark, via the Bison, Dart, Flycatcher, and any amount of Faireys. Probably not, although this



remains a black hole as far as good injection moulded kits are concerned.

Also on the cards is a reissue of the award-winning 1/72 Zeppelin Staaken R.VI, the world's first series-produced strategic bomber, created in 1916 by a group of designers and engineers under the direction of Ferdinand Graf von Zeppelin. ■



Pilot Issues

EDUARD



One of the most interesting releases this month is the new 1/72 injection moulded RFC figure set from Eduard (#7503/£7.50). Making no concessions for the smaller size, Eduard have kitted a box of six figures with a similar parts breakdown to the 1/48 range, and the result is a highly detailed and very useful accessory for the WWI modeller, and one that is hopefully the start of a larger range of items in this scale. ■

Airlines Scaling Up

MACH 2

We are used to an occasional kit of some import from Mach 2 – there was the V1 ski ramp set, and the Valiant, and now this latest, which is guaranteed to appeal to the civil aviation enthusiast. A 1/72 injection moulded kit of the Vickers Viscount 700 (#7246/£41.99) is going to be a crowd pleaser, and begs the question 'how hard can it be to turn a Nimrod into a Comet to sit next to it?' ■

'The strongest link...'

HobbyLink JAPAN

This month sees the second of the new-look *Modellers Profiles* in association with HobbyLink Japan. This month's profile is devoted to the Messerschmitt Bf 108.

The *Modellers Profile* is unique in catering specifically to the needs of modellers – providing build reviews, historical data and lists of currently available kits, accessories and decals. All these elements are not often found together.

The scale plans and colour profiles



are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

We will be looking at a wide variety of kits and products to compile the series, and this makes HobbyLink Japan the ideal partner.

HobbyLink Japan

At a Glance

NEW IN MAY

A good month for fans of injection moulded kits, as out of over fifty new releases reported to us, less than ten are either resin or vacform. All the big news is about Revell, with both the 1/32 Cub and the sublime all-new Raptor arriving on the shelves. Add to this the Gannet test shot previewed elsewhere in this issue, and the blue boxes have it this month as far as the mainstream is concerned. Plenty more of interest, of course. The first of the Airfix 1/48 Canberras is now on sale, and those Valom Marauders look pretty interesting. AZ have another batch out too – all small single engine types, such as one might elect to categorise as 'Series 1' were we living in the 1960s and they were in poly bags priced at 2s/6d. Not on the shelves yet – except at certain select emporiums where some advanced copies have been ordered from Japan and are lurking under the counter – is the Hasegawa 1/48 Draken. SAMI, of course, has one, and it has been the subject of considerable debate as members of the Editorial team vie with each other for custody. It's been a good month. Let's look forward to the next one:

Airfix	#10102	1/48	BAC Canberra B(1).8/B(1).12	£27.99
AML	#72017P	1/72	Curtiss P-40B Tomahawk IIA	£13.15
AML	#72038	1/72	Lavochkin La-5	£13.15
AML	#72039	1/72	Lavochkin La-5	£13.50
AML	#72044	1/72	Avia S-199 in Czechoslovak Air Force	£13.85



Anigrand Craftwork	#4013	1/144	Northrop XB-35 Flying wing	£55.55
AZ Model	#72027	1/72	VL Ppyr I	£14.65
AZ Model	#72028	1/72	VL Ppyr post war	£14.65
AZ Model	#72033	1/72	Breguet Bre-14A2 over Finland	£18.40
AZ Model	#72043	1/72	Breda 27M in China	£12.99
AZ Model	#72047	1/72	Ki-28 Bob	£14.30
AZ Model	#72048	1/72	Ki-28 Bob over China	£14.30
AZ Model	#72050	1/72	Avro 626 University Air Squadrons	£14.30
Azur	#2972	1/72	Arsenal VG-36	£9.50
Classic Airframe	#4139	1/48	Martin 187 Baltimore RAF	£39.99
Classic Airframe	#4140	1/48	Martin 187 Baltimore foreign users	£39.99



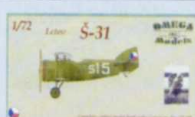
Dragon	#3538	1/35	Bell UH-1D Huey	£29.99
Eduard Weekend	#8430	1/48	Fw 190A-5	£11.75
Emhar	#1002	1/72	Anatra Anasal DS	£4.99
Emhar	#2001	1/72	MIG-3	£4.99
Emhar	#2002	1/72	LAGG-3	£4.99
Emhar	#2003	1/72	Yak-3	£4.99



Hasegawa	#00881	1/72	F-14B Tomcat VF-11 Red Rippers	£20.99
Hasegawa	#00882	1/72	F/A-18E Super Hornet VFA-31 and VFA-105	£14.99
Hasegawa	#00886	1/72	F-15J Eagle 30th/50th Anniversary (two kits)	£27.99
Hasegawa	#00887	1/72	F-15J Eagle Air Combat Meet 2007	£19.99
Hasegawa	#00888	1/72	F-4EJ Kai Phantom II Air Combat Meet 200	£20.99



Hasegawa	#00890	1/72	P-3C Orion VP-40 Fighting Marlins	£20.99
Hasegawa	#09789	1/48	Curtiss P-40E Warhawk Aleutian Tigers	£16.49
Hasegawa	#09792	1/48	F-16A Fighting Falcon US Navy NSAFC	£14.99
Hasegawa	#BP002	1/72	J 350E Draken Austrian Air Force	£9.99
Hasegawa	#BP004	1/72	F-86D Sabre JASDF	£9.99



MPM	#72549	1/72	Boston Mk IV/V	£17.99
Omega Models	#72338	1/72	Chengdu J-7FS	£46.70
Omega Models	#72340	1/72	Letov S-31.3	£32.70

continued...

...continued

NEW IN MAY



Planet Models	#12172	1/72	Focke Wulf Fw 190D-15	£29.30
Revell	#4208	1/32	Piper PA-18 Super Cub	£14.99
Revell	#4386	1/72	Lockheed F-22	£13.99
Revell	#4598	1/48	Douglas A-20G Havoc	£16.99
RVHP	#2213	1/72	Beechcraft B 200 Pacific Coast Airline	£45.25
RVHP	#2214	1/72	Beechcraft B 200 French Security Civile	£45.25
RVHP	#2215	1/72	Beechcraft B 200 Tulip Air PH-ATM	£45.25
RVHP	#2216	1/72	Beechcraft B 200 Flight Precision G-FPL	£45.25



South Front	#48003	1/48	Yak-1 Razorback	£18.50
Special Hobby	#48078	1/48	Fokker D.XI 3 sarja with Mercury engine	£19.99
Special Hobby	#72063	1/72	Blenheim Mk IVF	£14.80
Special Hobby	#72169	1/72	Junkers Ju 87A in foreign service	£13.99



Tamiya	#61101	1/48	F-16C (Block 25/32)	£29.99
Unimodel	#407	1/48	Bf 109G-6/R-3	£13.99
Valom	#72020	1/72	B-26A Marauder	£29.99
Valom	#72028	1/72	Marauder Mk I RAF	£29.99

Tiny Tonkas

DRAGON

The big question on everyone's lips as far as Dragon are concerned is 'when will the 1/32 Bf 110 be out (#3203/ETBC) – and will it make its debut at the Dragon Expo at Virginia Beach in conjunction with the US Nationals this year?' Dragon are keeping a tight lip at the moment, but fortunately they are more forthcoming on the other key release... the 1/144 double boxing of RAF Tornado GR.4s of course (#4606/ETBC)!

OK, so not everyone cares, but with these and the Revell kits – added to that sublime Xtradecal sheet that came out last year – at last there could be a way



www.dragon-models.com e-mail: info@dragon-models.com 4606



forward for those wishing to stack up RAF Fins in the small scale. Kit decals offer two special anniversary schemes for 2 and 9 squadron machines, but the Xtradecal sheet was wedged with alternatives if you don't do oddballs. More important is the selection of long-needed RAF stores, although worryingly the box art doesn't show the all-important Sky Shadow and Boz, neither do the press releases refer to them. GBU-10, GBU-12 and Storm Shadow are included, which is a step forward, but surely no responsible manufacturer would expect us to leave the outer pylons empty... would they? We want one. We want one now. ■

Blossom and Lillies

AZ MODELS

More news from AZ Models on the 1/48 front, with a couple of treats for fans of Japanese aviation. Looking well-advanced in development is the Kawasaki Ki-48 Lily (#4831/ETBC), and in the same ball park, the Kugisho Okha Model II (#4831/ETBC) should be along in due course. The latest in the autogyro range, following on from the two Japanese kits, is an American version, the Kellet YG-1A/B (#4829/ETBC), and this should be out very soon, featuring three very colourful



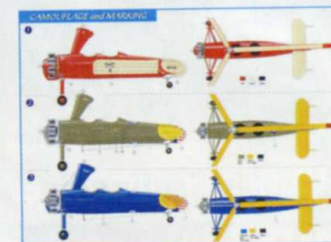
options.

Further releases in the scale include the Fokker G.1 (#4828/ETBC), the VL Myrsky II 'at war' (#4827/ETBC) and post-war (#4826/ETBC), and best of all, two versions of the Letov Š-16 T.

Fans of more modern types will welcome the Zlin 50M (#4823/ETBC) and the Zlin 50L/LS (#4822/ETBC), while the next treat for 1/72 modellers will be the first of the expected Gloster Gauntlets, which will be here before the



paint has dried on the last of the Avro Tutors. Definitely a name to watch, AZ are moving forward at a pace, and we modellers are the prime beneficiaries. ■



Pac Mak'em. We'll Tak'em

PACIFIC COAST

Big news – and that looks like it is going to be very big news – from this source. Pacific Coast have notified us that they have all the components for their 1/32 Spitfire Mk IXc (#32005/US\$59.95), except for the resin parts which were expected any day. This means that by the time you read this, advanced orders are probably already shipping, and a new 1/32 Spit will have arrived in the firmament. This could be the opportunity we have been waiting for to curry favour with the Group Editor by attempting to cover more of our pages with Spitfires than he can.

The kit will include two different

rudders, two different oil coolers, four different gun covers and the ends of the wings will be separate to allow building the clipped wing version. Box art is Johnny Johnson's aircraft. There will be decals for his aircraft, another RAF, Polish RAF, USAF, Italian and Russian service. Due to the drop in the dollar, new orders will be priced at \$59.95.

It will be followed shortly by another new kit, the Spitfire Mk IXe (#32006/ US\$59.95).

Of even greater moment is the announcement that the 1/48 Alpha Flight Sunderland kits have begun casting, and by all accounts look as good as we hope them to be. ■



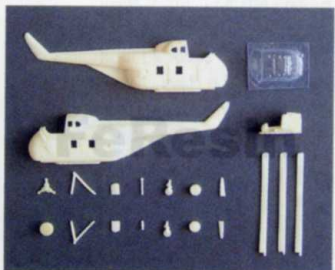
SLUF Stuff

FE RESIN

Scaling down fans may rejoice in the release of some new resin models from Czech manufacturer FE Resin. Firstly, a Vought A-7D Corsair II (#144087/ETBC), along with a TA-7C/H (#144086/ETBC). These are accompanied by what



looks to be a very nice little tooling of the Westland Whirlwind (#144085/ETBC) and an H-19 Chickasaw (#144081/ETBC). All kits are resin with vacform transparencies, and decal sheets are included. ■



Keep on Trucking

ACCURATE ARMOUR

Even the most hardened purist's faith will waver when they see what Accurate Armour have come up with next. The latest in their Airfield series of 1/48 resin vehicles includes a couple of models that any aircraft modeller should be able to find a place for in their collections.

First up is a Scammell SV/2S Recovery Crane (#48011/£64.99), and this is followed by the cream of the crop, an AEC 6x6 Refueller with booms, released in two versions (#48007 and #48013, both £64.99), and the AEC Matador 4x4 RAF Flat Bed truck (K48008). This model features cab and pump chamber internal detail, suspension, optional spare wheel carrier and chassis, and also includes a pair of refuelling booms and filter systems for refuelling Jet Aircraft. Rubber hose lines



are included. Extensive RAF Bomber and Coastal Command decals are provided, as are AVTUR decals for post-war use.

The final release is equally attractive, and very useful for diorama builders. The flat bed truck depicts a standard RAF vehicle for general heavy load duties, which had a very long service life, and can be modelled as both a wartime and post-war machine.

This highly detailed series of models provided the initial impetus for the Editor's crusade for the inclusion of ground handling vehicles in the magazine's pages. The models are exquisite, the series well planned and all the subjects will enhance any aircraft model they are posed next to, giving a real feel for scale and period that is sometimes missing in the model cabinet. ■

Draken's Den

HASEGAWA

Apart from the 1/48 Draken, with which some echelons of the Editorial cortege are entirely consumed, a number of new issues have appeared from Hasegawa, although on the subject of the Draken, it seems Zotz already have a decal sheet in the pipeline, so modellers may stockpile the kit secure in the knowledge that there will be plenty of colour options for them. In the meantime, Hasegawa's releases this month are:

- #08879 1/32 P-40E Warhawk
- #09803 1/48 F-16D (Block 52 Plus) Hellenic Air Force
- #09800 1/48 A6M2b Zero Type 21 Battle of the South Pacific



- #09801 1/48A-4E/F Skyhawk VC-1
- #09802 1/48 F/A-18F VFA-102 Diamondbacks CAG
- #00895 1/72 F-4E Indiana ANG Special
- #00905 1/72 Su-27 Flanker New Russian Knights
- #00902 1/72 SH-60B Seahawk HSL-51 Warlords 2007
- #09804 1/48 Bf 109F-4 Trop JG27 Africa
- #00903 1/72 A-10A Thunderbolt II OSAN
- #00904 1/72 MiG-21F-13 and MiG-17PF dual kit ■



Halton Out

FM

FM have announced the release of an injection moulded 1/48 kit of the Handley Page Halifax Mk CVIII/Halton



(#6058/TBC), based on their previous Halifax release. ■

Gathering Moss

A MODEL

We're still on the edge of our seats waiting for the first of the 1/144 Lancasters to arrive – well some of us are at least – but in the meantime Amodel look set to release another one of their enormous 1/72 kits of Russian types first. Fans of Cold War hardware will no doubt be delighted to add this kit to their collections, and while we are all getting excited about Nimrods, and wondering where we will put them, it is worth bearing in mind that Amodel have so far kitted a number of the former



Soviet Union's larger aircraft in the Gentleman's scale.

This latest release is the Tupolev Tu-126 (#01772/ETBC). The kit is injection moulded and will no doubt leave Mr. Ken Duffy with even less space to swing his cat. ■

Macchi Ready

AEROTECH

At the end of March, Aerotech announced the release of their latest 1/32 limited-run resin edition, this being the Macchi M.39 (#32006/£140).

The kit is mainly from resin, produced by CMA Moldform, with smaller parts in white metal. Also included are 2 etch sheets and decal options to make any one of 3 versions.



Options include the 1926 trophy winning aircraft flown by Major Mario De Bernardi at a speed of 246.39 mph. ■

Boom Boom

MPM

MPM have notified us of a number of new releases this month, starting with another version of their well-known Wellington kit. This time round it is issued with Merlin engines as kit #72535, a Merlin powered Mk II. The kit contains 5 sprues of grey plastic, two of clear parts and resin pieces for radiators. Decals offer two machines from the 305 Polish Squadron, both with noseart.

Dear to so many British hearts – although possibly not so well known to the rest of the world – is the de Havilland Sea Vixen (#72545/ETBC), which at long last is beginning to see replacements for the FROG kit. Of course, there have been resin and vacform kits over the years, but the prospect of an all-in-one-box solution to



04/2008

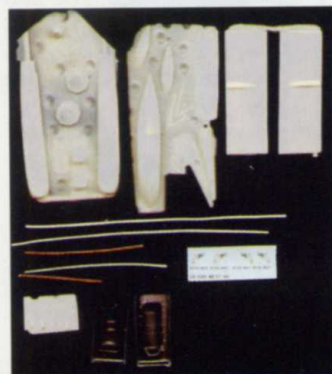
your Sea Vixen problems in 1/72 is very good news indeed. MPM and Xtrakit are certainly hitting the spot with the current crop of twin-boom beauties. Now, how about 1/48...?

No pleasing some people. Luftwaffe fans, on the other hand, may rejoice in the continuation of the industry-wide spoon-feeding that is giving them everything from imaginary flying discs and gliders in all scales, to prototypes and special markings for every conceivable mark of fighter and bomber ever dreamed up in the Third Reich. In keeping with this trend, MPM have added another Uhu to their line, with a 1/72 kit of the Focke Wulf Fw 189A-2 (#72550/ETBC), the last mass produced version of the glass-nosed reconnaissance aircraft with strengthened armament. ■

Navy Stranger

DUJIN

We haven't heard a lot from Dujin recently so it was with pleasure we received the latest information telling of three kit releases – especially as one of them is a 1/72 resin kit of the Slingsby type 7 Cadet Mk 1 (#72050/£13.95).



Further to this we can look forward to the Marcel Besson MB.410 (#72266/£22.90), and the Marcel Besson MB.411 'Royal Navy' (#72267/£22.90). This latter kit depicts one of about a million aircraft tried out by the Navy at one point or other, and will no doubt come as a



MARCEL BESSON MB.410



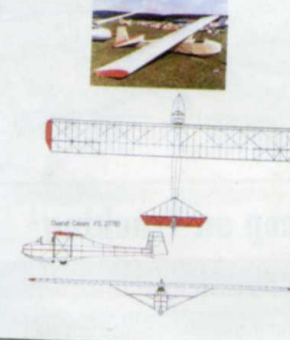
MARCEL BESSON MB.411 Royal Navy



SLINGSBY Type 7 Kirby Cadet 1936.

SLINGSBY Type 7 Kirby Cadet Mk. 1 1/72
Le Kirby Cadet (Slingsby Type 7) fut conçu par John Stanley Slingsby, et effectué son premier vol le 11-01-1936. Il était destiné au Profing de A. Lippisch pour sa voiture. 22000 furent construits. Le fuselage reprend son dessin d'origine. Il sera suivi d'un 431 construit après 278 pendant le conflit.

Documentation:
Aéronautique Militaire, Février 1992 (Slingsby's collection)
Slingsby 1932-1945 de M. Goussier (EGP)



surprise to many readers for whom that silent service still holds many unknitted jewels. Probably not to the likes of SAMI contributors Mr. Neil Pinchbeck and Mr. Dave Hooper, though, as they were probably contemplating scratch building one as a Saturday afternoon project anyway. ■

Nikitin Patch

OMEGA

Omega have been busy as usual, and a series of Breguet 19 kits should be following up the Chinese jets soon. Add to this some references to Hurricane Mk IVs, and it would seem prudent to keep an eye open in their direction. Press releases refer to three versions – '72202 – Hawker Hurricane Mk IV Rockets,' '72203 – Hawker Hurricane Mk IV 40mm Gun,' and '72343 – Hawker Hurricane 'Long Tom.' We await developments on this front with as much interest as we await the also-announced Nikitin U-5 (#72295/ETBC). ■

News



72 336 Breguet Br 19.7
Roumanie, Roumanie

72 344 Breguet 19.7
Roumanie, Roumanie

72 347 Breguet 19.7
Roumanie, Roumanie

72 348 Breguet 19.7
Roumanie, Roumanie

72 349 Breguet 19.7
Roumanie, Roumanie

Boeing for a Song

CMR

Steve Palmer's American patrol feature on the Boeing 40 was perfectly timed, as the CMR kit will be out in the next week or two, and the immense interest generated by Steve's classic – and unique – feature warrants a closer look at the coming resin 1/72 model. The first release, of course, is the Boeing 40B, but we are advised by a reputable source that the C model will follow in due course.

CMR's kit (#182/ETBC) includes decals for four machines, all Boeing 40B-4s:

- C741K - McKinley, Pacific Air Transport, 1929
- NC178E - Cascade, United Air Lines, circa early 1930s (ex-Pacific Air Transport)
- NC10343 - Whitney, United Air Lines, circa early 1930s (ex-Pacific Air Transport)



- NC10343 Whitney, United Air Lines, circa 1933

This is another of CMR's all-inclusive packages and comes with a detailed 525hp Pratt & Whitney Hornet Radial Engine, a full cockpit interior featuring pre-painted etched panels and harnesses, as well as paint masks and a 4-page Photographic 'In Detail' Supplement - including background history.

Fans of this 'golden age' awaiting the Short Empire might opt for one of these to work out on in the meanwhile... ■

Cool Dude

AML

Czech company AML manufacture kits and decal sheets, and we were pleased to catch up with them at Nuremberg, where their programme looked set to join the current Czech trend for multiple releases and hectic schedules. New 1/72 items out from this source include a Lavochkin La-5 (#72038/ETBC) and



a La-5F (#72039/ETBC). Both kits are injection moulded, but include some thirty or so resin detail parts.

One interesting limited edition kit is the Avia S-199 Mezek, (#72044/ETBC) which will be restricted to 350 copies, and the final new kit from AML this month will be the Fiat G.50 Freccia (#72054/ETBC). ■



Starting Party

TAMIYA



Tamiya continue to stress the need for aircraft modellers to cross the line and start modelling ground vehicles, with further imperative releases. The next into production is a limited-edition set including an aircraft power supply unit and Kettenkraftrad, plus seven Luftwaffe crew figures and three other maintenance crew and drivers (#89768/ETBC). With ten figures included, you have a great diorama right out of the box. Figures are made by ICM. ■

Buffalo Back

CLASSIC AIRFRAME

Classic Airframes have announced a soon-to-be-released 1/48 kit of the Douglas TA-4J Skyhawk. This is kit number 4147 and while suggested retail pricing has not been finalised, it will be around US\$55. Four colour schemes will be included in the kit.

On top of this, Classic have reissued their Buffalo kits, which will prove useful for those readers anxious to put the recent Modeller's profile piece to good



use. Back on the shelves – for a short while as limited runs – are the Brewster F2A-1 (#4100/ETBC) and the Brewster 239 (#4101/ETBC). ■



Russian Stars

ZVEZDA

Two new kits due out from Zvezda in 1/72 are the Kamov Ka-52 (#7224/£6.75) and the MiG-31 (#7229/£9.99). ■



for **great value**
model paints & glue



www.vmandm.com

Grand Designs

ANIGRAND

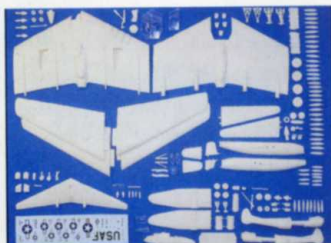
Anigrand have put out some very unusual models of late, but this month they have released something a little more familiar in the shape of the promised 1/144 Northrop XB-35 Flying wing (#4013/£55.55), and in common with the other kits in the 1/144 series,



three 'secret' kits are included. This time round the cat is out of the bag, and the three extras are the Northrop N-9M, the Lockheed XP-58 Chain Lightning and the Douglas XB-42 Mixmaster.

Readers will recall we ran their potted history some issues ago, so no 'Anigrand Lecture' this month. More weird science to come no doubt!

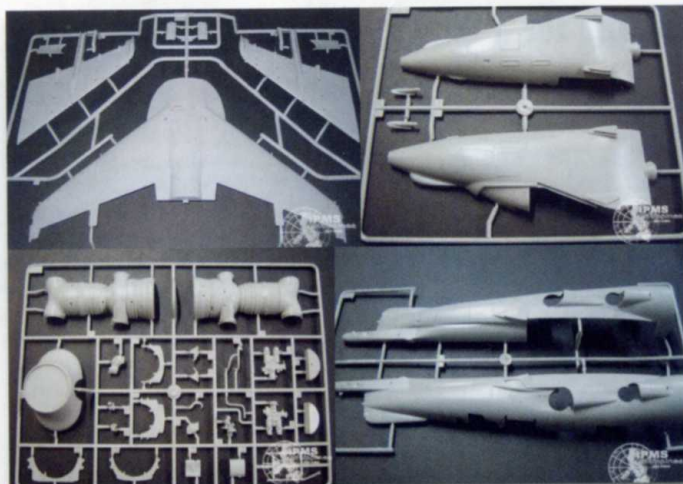
On a slightly more mainstream note – but only if you have space – Anigrand, and US importers Nostalgic Plastic, have announced two 1/72 models of the



Lockheed C-141 Starlifter in 1/72, these being the C-141A, (#2081/US\$173), and the C-141B (#2082/US\$196.00). Shipping is free in the USA and Canada, and reduced shipping is offered to other countries – bear in mind this is going to be a fairly hefty box of resin and metal, so it will weigh in at a generous poundage.

The kits will have all-metal landing gear, due to the size and weight, and they are expected to arrive in time for a July 4th release – a date we are advised is of some significance to our fellows across the Atlantic.

Nostalgic Plastic is providing a free CD of the C-141s from Mobility Air Command, Warner Robins, Pima Air Museum/AMARC, and March Field Air Museum. This provides unique photography of the interiors of both the A and B versions and is a valuable tool for model makers. The CD will not be sold separately and is a limited production. ■



Head of the Herd

TRUMPETER

Trumpeter have released test shots of the impending 1/32 Harrier, and all who gaze upon them, after they have allowed little sighs to escape into the hushed silence that surrounds, concur that there are an awful lot of things going on in the sprues, as bits and pieces seem to imply the kit can, and hopefully will, be anything from an early AV-8 right up to a GR.7 – and possibly even a 9.

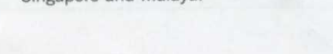
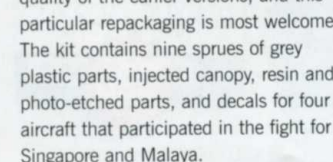
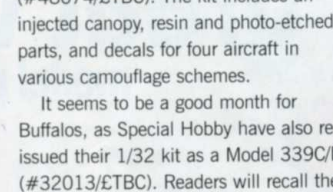
The kit is typically comprehensive, and includes both full and partial LERX, another indicator of further boxings. Best of all, the auxiliary intake doors are moulded separately, which makes it the

first Harrier kit ever to pay proper attention to this highly noticeable feature of a parked aircraft – cue huge sighs of relief all round from modellers fed up to the back teeth with hacking and chopping up otherwise splendid models in every scale from 1/144 to 1/24. The stores fit is adequate, and a complete engine is included.

All things considered, there is plenty to look forward to, and at least three kits seem to be on the drawing board judging by the contents of these sprues, which has to constitute some of the best news this month!

Further Trumpeter releases include:

- #01623 1/72 Sukhoi Su-15TM Flagon F £13.99
- #01625 1/72 Sukhoi Su-15UM Flagon G £TBC
- #01636 1/72 Chinese K-8 Karakoum Trainer £7.99
- #02247 1/32 Grumman F8F-1 Bearcat £36.99 ■



**TRUMPETER KITS
MODELLING ON A
MASSIVE SCALE!**



**AVAILABLE
IN ALL GOOD
MODEL SHOPS**



Exclusive UK Distributors POCKETBOND LTD (Dept SAMI/805B)
P.O. BOX 80, WELWYN, HERTS, AL6 0ND. Trade enquiries only on tel 01707 391509, fax 01707 327466, info@pocketbond.co.uk

Zlin Comes In

RS MODELS

More news from RS, whose production schedule seems to be stepping up, with more nicely injected kits on the cards. The Arado 65 looks like a nice release, but it's the Zlin-XII that is setting hearts a-flutter here, where a taste has developed for the less bullet-shaped 1930s competition aircraft. That blue Bf 108 has a lot to answer for...

In case you are unfamiliar with the type, it hails from Czechoslovakia in 1935, when two prototypes took part in a national fly-off. After a deal of trials and testing, wherein 140,000km were flown over 529 sorties and 1,000 hours, series production began in mid-1936. The aircraft was produced with either closed or open cockpit, it was powered by a 45 hp Persy II engine, and a total of 201 Z-XII and 58 Z-212 were built. RS have kitted both, and we look forward to building them soon.

Kits due from RS include:



- #9230 1/72 Dornier Do 17K Italy and Yugoslavia £TBC
- #9231 1/72 Dornier Do 17K Bulgaria and Croatia £TBC
- #9236 1/72 Ambrosini SAI 207 2 Italy and Luftwaffe £14.50



- #9239 1/72 Zlin-XII open cockpit £TBC
- #9240 1/72 Arado Ar 65 Luftpolizei and Luftwaffe £14.50
- #9241 1/72 Zlin-XII enclosed cockpit £TBC
- #9242 1/72 Zlin-212 Czech and Luftwaffe £TBC
- #9243 1/72 Zlin-XIII £TBC ■



More Marauders

VALOM

Valom have added a nice surprise to their production list in the shape of a 1/72 Fokker F.VIIb. The list at the moment is as follows:

- #72037 Fokker F.VIIb /3m expected third quarter 2008
- #72038 Avia F.VIIb expected third quarter 2008
- #72039 Avro 618 expected third quarter 2008
- #72040 Yak-7B (late version) expected third quarter 2008
- #72041 Bristol Brigand TF Mk 1 expected 2009
- #72042 Handley Page Hampden TB Mk I expected 2009



- #72043 Marauder B-26 (22nd Bomber Group) expected 2009
- #72044 Marauder B-26A (Torpedo Bomber) expected 2009

Congratulations, by the way, to Valom for the well-deserved award given to their Airacuda kit by *Flugzeug-Modell Journal*. ■



MATCHBOX TOPS

REVELL

Besides the high-profile new toolings, the budget-priced reboxings of Hasegawa kits, and all the other splendid things Revell are currently doing for us poor deprived modellers at the moment, there are a number of 'classic' reissues in the programme. This, of course, can either mean mutton dressed as lamb, or a kit catering for a minority interest that cannot justify a new tooling, but of which a reissue might prove cost-effective. It's nice to see the big manufacturers being a little more selective in this respect, and Revell have certainly hit the spot with their choice of some of the Matchbox kits they are reboxing.

Although the Lysander has been kitted since by Pavla, the Matchbox kit will be welcomed by many (#00001/£5.50), while the Handley Page Heyford (#00002/£13.99), being



unique, is long overdue a revisit. These kits are special limited editions, hence the unusual product numbers. Third in the series is the de Havilland Twin Otter (#00001/£7.99).

Some more welcome reissues will be the ex-Matchbox Dornier Do 28D-2 (#04193/£4.99), and a couple of the nicely tooled Luft 46 kits that came out initially a few years ago, these being the Blohm & Voss BV P.194

(#04335/£7.99) and the elegant Focke Wulf TL-Jäger Flitzer (04191/£3.99), which modellers regarded with such affection that it found its way into a great many mainstream collections, in a number of markings its designers would never have expected, not the least of which was the FAA example with folded wings seen on a club stand in the murky depths of the editorial memory. ■



Fairey Gannet AS Mk 1/Mk 4

Scale: 1/72 Kit No: 04397

Price: ETBC

Type: Injection Moulded Plastic

Manufacturer: Revell

FIRST LOOK

Return to Planet Gannet

Fairey Gannet AS Mk 1/Mk 4

REVELL 1/72

BY TIM LARGE

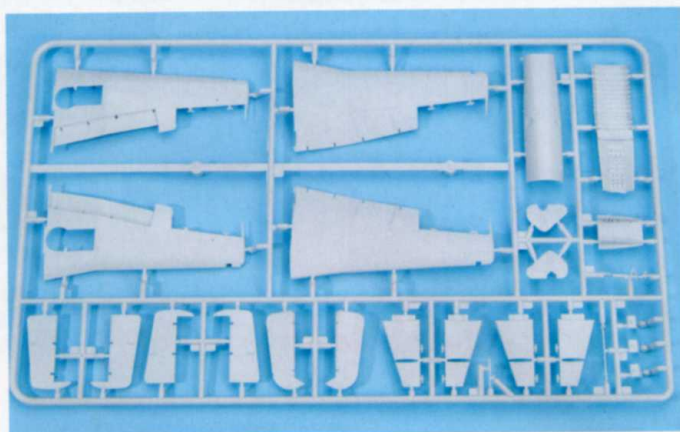
Last year, to the surprise (and delight) of many readers Revell announced that they intended to release a 1/72 Fairey Gannet.

This makes perfect sense as it adds to Revell's ever increasing range of aircraft which have served in the modern German armed forces, the Gannet itself having been used by the *Bundesmarine* from 1956 to 1966.

Now the first mouldings have arrived and it looks as good as we could have hoped for. The four sprues that comprise the kit hold one hundred and nineteen parts, and the modeller is treated to a fully detailed exterior, movable control surfaces, and separate landing flaps.

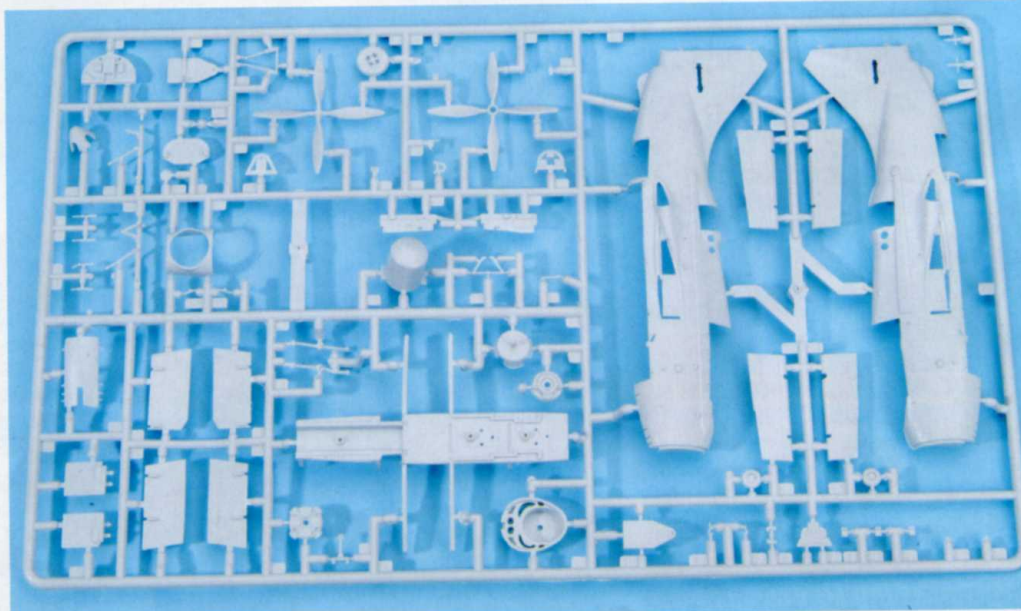
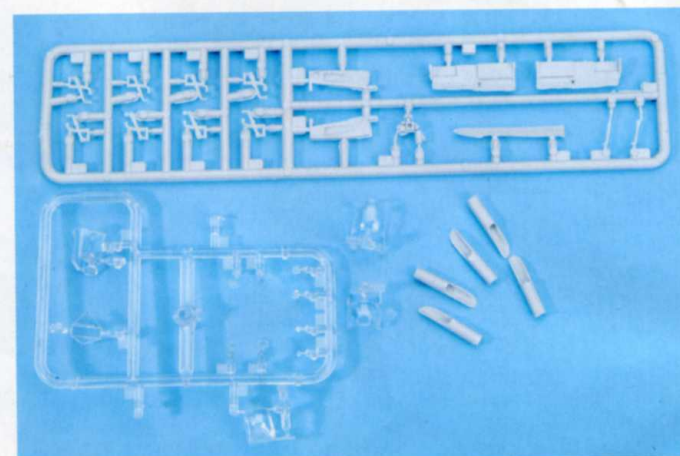
The inside looks just as good with a fully fitted out cockpit and radar operator's position, and the wheel bays have had the same lavish attention. Best of all, there is a nicely detailed weapons bay. The decals are comprehensive and up to Revell's normal high standard, and altogether they cover three *Bundesmarine* aircraft and one from the British Fleet Air Arm.

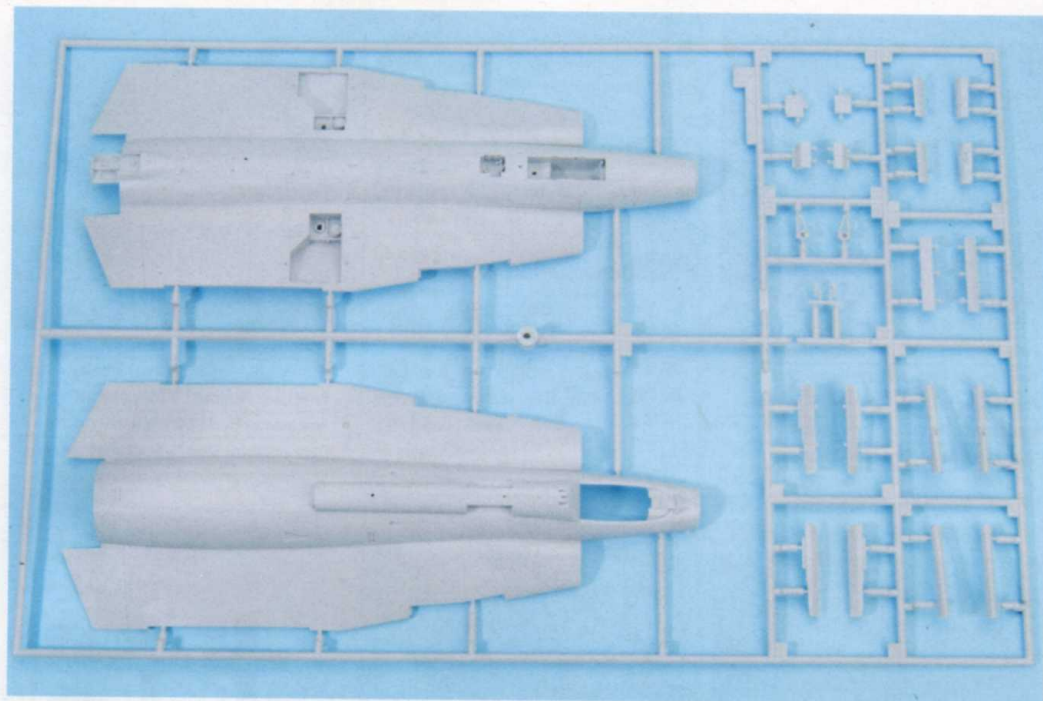
Like the marvellous Lancaster before it, Revell have managed to combine a quite amazing level of detail at a very



reasonable price, confirming their place as one of Europe's leading model companies. Of course the proof of the pudding is in the eating, so you can expect a full build of this much anticipated kit in the very near future.

SAMI





FIRST LOOK Double Delta

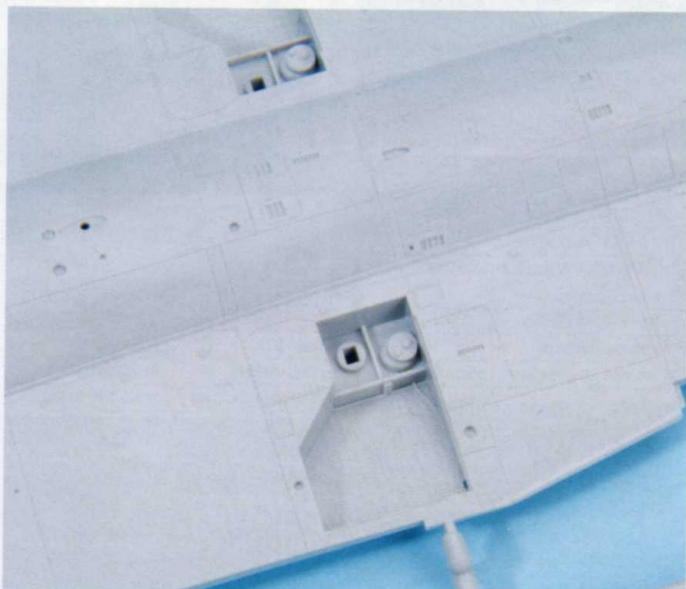
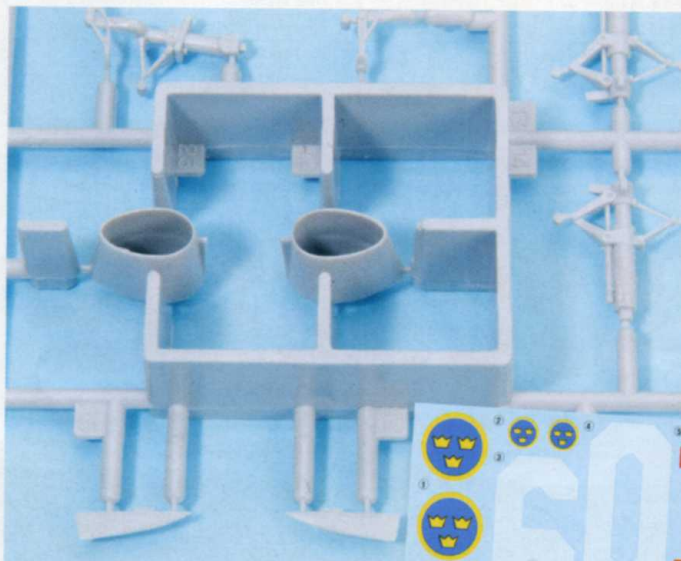
Saab Draken

HASEGAWA 1/48
BY GLYNN WEAVER

Hot foot from Japan has come the latest new tooling in quarter scale from Hasegawa, the long overdue debut of the J 35F/J Draken, and well worth the wait it has been too. Classic jet fans will not be disappointed with this release, as it has all the hallmarks of Hasegawa at their best in crisp moulded detail, fine engraving, a good parts fit, and no gimmicks to get in the way.

Stores include a pair of underwing tanks, and though pylons are included for missile armament, the modeller is directed by the instructions to Hasegawa's own Weapons Set to arm the finished model.

Decals cover three Swedish Air Force



aircraft, two in the attractive Olive Drab/Midnight Blue over light grey scheme, and one in the modern shades of grey that sit so well on most aircraft. Large numerals are included for two of the options, these being exercise markings, and not applicable to the third aircraft, for which none are provided, although the instructions are slightly ambiguous on this point.

All in all, this is a welcome and impressive release, and one that we look forward to covering in further detail at a later opportunity.

SAMI



Saab Draken

Scale: 1/48	Kit No: 07241
Price: £22.99	Decal Options: 3
Type: Injection Moulded Plastic	
Status: New Tooling	
Parts: Plastic 99, Clear 10	
Manufacturer: Hasegawa	
UK Importer: Amerang	
US Importer: Stevens International	



Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.

SAAB 340AEW / S100B Argus



Saab 340AEW/S100B Argus

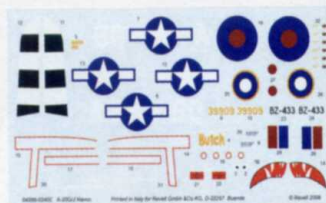
Scale: 1/72 Kit No: MS-118
Price: £TBC Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Vacform
Parts: Vacform Plastic 32, Vacform Clear 2, Plastic 56
Manufacturer: Broplan UK Importer: Aeroclub



Douglas A-20 G/J Havoc

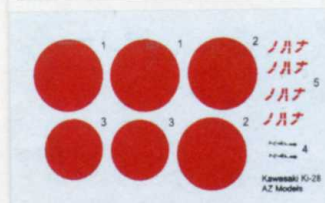
Scale: 1/48 Kit No: 04598
Price: £16.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 107, Clear 12
Manufacturer: Revell
US Importer: Revell-Monogram

Ever since John Mills casually advised the Yanks that he flew A-20s in *The Way to the Stars* this aircraft has had an appeal to modellers of wartime RAF subjects. This is a nice repackaging of a kit which presents a nice outline, good mouldings and an ample blank canvas for the addition of some spectacular detail. Awash with potential.



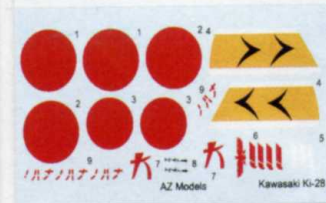
Kawasaki Ki-28 Bob Prototype

Scale: 1/72 Kit No: 7247
Price: £14.65 Decal Options: 1
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 17, Resin 4, Vacform Clear 2, Etched 10
Manufacturer: AZ Models
UK Importer: Hannants
US Importer: Squadron/Stevens International



Kawasaki Ki-28 Bob 'Over China'

Scale: 1/72 Kit No: 7248
Price: £14.65 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 17, Resin 3, Vacform Clear 2, Etched 10
Manufacturer: AZ Models
UK Importer: Hannants
US Importer: Squadron/Stevens International



Breguet Bre-14

Scale: 1/72 Kit No: 7233
Price: £14.65 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 43, Resin 12, Etched 27
Manufacturer: AZ Models
UK Importer: Hannants
US Importer: Squadron/Stevens International



V.L. Pyry 'Post War'

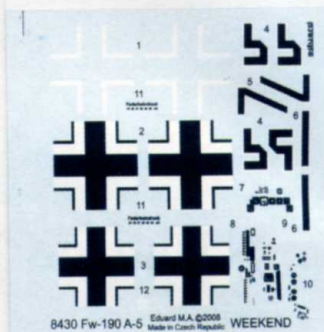
Scale: 1/72 Kit No: 7228
Price: £14.65 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 14, Resin 11, Vacform Clear 2, Etched 11
Manufacturer: AZ Models
UK Importer: Hannants
US Importer: Squadron/Stevens International



Fw 190A-5

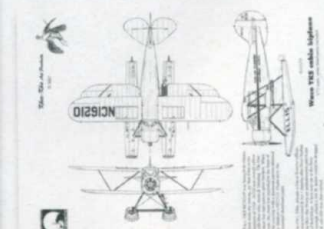
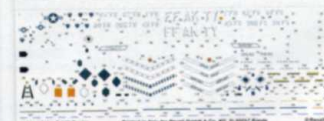
Fw 190A-5 Weekend Edition

Scale: 1/48 Kit No: 8430
Price: £11.75 Decal Options: 1
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 146, Clear 4 Manufacturer: Eduard
UK Importer: Hannants/LSA US Importer: Squadron



Lockheed F-22 A Raptor

Scale: 1/72 Kit No: 04386
Price: £13.99 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 113, Clear 3
Manufacturer: Revell
US Importer: Revell-Monogram



Waco YKS

Scale: 1/72 Kit No: 004
Price: US\$20.00 Decal Options: N/A
Panel Lines: Recessed Status: New Tooling
Type: Vacform
Parts: Vacform 20, Resin 8
Manufacturer: Khree Kha

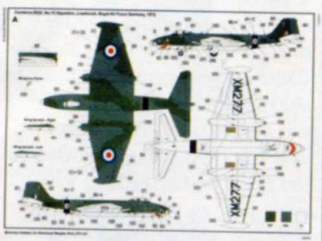
Includes a sheet of clear plastic to fabricate transparencies. Available via www.mtaonline.net/~zdk



Canberra B(I).8

Scale: 1/48 Kit No: 10102
 Price: £27.99 Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded plastic
 Parts: Plastic 145, Clear 8
 Manufacturer: Airfix

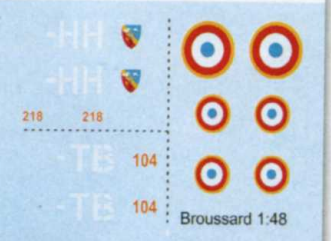
It's here, and very welcome too. Airfix's first Canberra is now on general release and making as big a splash as the Nimrod. The three decal options include one RAF machine, one New Zealand, and one South African, and are accompanied by a nice full colour decal placement sheet, and the kit looks every bit as promising as the test shot we presented built up in our March issue.



Max Holste Broussard

Scale: 1/48 Kit No: 48203
 Price: £52.50 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Resin
 Parts: Resin 124, Etched 60
 Manufacturer: Ardpol
 UK Importer: Aeroclub

Another busy package from this busy manufacturer. Ardpol's castings are of excellent quality, and they are kitting some interesting and unusual subjects in multi-media packages featuring extensive detail. This will be an essential buy for many. Includes a clear sheet to fabricate cabin windows.



Douglas A-26A/B Invader

Scale: 1/72 Kit No: 04711
 Price: £12.99 Decal Options: 3
 Panel Lines: Recessed
 Status: Revised Issue
 Type: Injection Moulded plastic
 Parts: Plastic 94, Clear 4
 Manufacturer: Italeri
 UK Importer: The Hobby Company
 US Importer: Model Rectifier Corporation



Junkers Ju 87D

Scale: 1/32 Kit No: 04711
 Price: £32.99 Decal Options: 3
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded plastic
 Parts: Plastic 208, Clear 8
 Manufacturer: Revell
 US Importer: Revell Monogram

Revell's excellent value reissue of the Hasegawa 1/32 Stuka is another of those items that will pop up on the shelves of your local shop simply crying out to be bought. Although a superb tooling in its own, this is a kit crying out for additional detail, and the large clear hood of the prototype will display any amount of work you chose to put into it. With some excellent detail sets available, this kit is an ideal first 1/32 project for the modeller wishing to scale up rather than down.



CREATIVE MODELS LIMITED



CREATIVE
MODELS
LIMITED

ICM72151 MiG-31B Russian
Interceptor Fighter

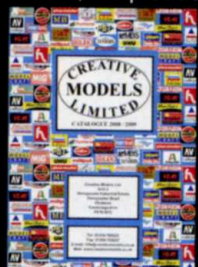


- LIN70561 1:32 Gee Bee R-1 Racer
- LIN70562 1:32 Laird Turner L-RT Racer
- LIN72581 1:48 British SE5A
- LIN72583 1:48 Curtiss Jenny
- LIN72542 1:48 Curtiss P6E
- LIN70507 1:48 A4D1 Skyhawk
- LIN70542 1:48 Blue Angels F11F-1 Tiger
- LIN70536 1:48 Convair X FY-1 VTO "Pogo"
- LIN70511 1:48 Corsair F4-U5N
- LIN71426 1:48 Douglas X3 Stiletto
- LIN72521 1:48 F100D Super Sabre
- LIN72523 1:48 F-8J Crusader
- LIN75312 1:48 TBF Avenger
- LIN70540 1:64 B-58 Hustler Bomber

CREATIVE MODELS
2008/09
CATALOGUE

NOW ON SALE
£5 inc. p+p

Contains colour pictures
of over 8,500 products



WE ALSO STOCK: VALLEJO, MIG PRODUCTIONS, MASTERBOX, MINIART, HAT, DRAGON, ITALERI, AIRFIX AND MANY MORE.

www.creativemodels.co.uk

Email: info@creativemodels.co.uk

Unit 2, Honeysome Ind. Est., Honeysome Road, Chatteris, Cambridgeshire, England. PE16

Tel: +44 (0)1354 760022 Fax: +44 (0)1354 760037

AZ Models **Morane Saulnier MS - 405**



Morane Saulnier MS-405

Scale: 1/48 Kit No: 4821
 Price: £23.50 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 34, Resin 18, Vacform Clear 2, Etched 18

Manufacturer: AZ Models
UK Importer: Hannants
US Importer: Squadron/Stevens International



Ardpol **Friedrichshafen FF-33L**



Friedrichshafen FF-33L

Scale: 1/48 Kit No: 48205
 Price: £52.50 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Resin Parts: Resin 107
 Manufacturer: Ardpol
 UK Importer: Aeroclub

Revell **Sukhoi Su-25 „FROGFOOT“**



Sukhoi Su-25 Frogfoot

Scale: 1/72 Kit No: 04354
 Price: £7.99 Decal Options: 3
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded plastic
 Parts: Plastic 108, Clear 1
 Manufacturer: Revell
 US Importer: Revell Monogram

AZ Models **Avro 621 Tutor**



Avro 621 Tutor University Air Squadrons

Scale: 1/72 Kit No: 7250
 Price: £14.65 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 28, Resin 2, Vacform Clear 3, Etched 21
 Manufacturer: AZ Models
 UK Importer: Hannants
 US Importer: Squadron/Stevens International

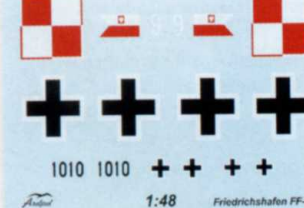
AZ Models **V.L. Piry 'Post War'**



V.L. Piry 'Post War'

Scale: 1/72 Kit No: 7227
 Price: £14.65 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 14, Resin 11, Vacform Clear 2, Etched 11
 Manufacturer: AZ Models
 UK Importer: Hannants
 US Importer: Squadron/Stevens International

Ardpol **Friedrichshafen FF-33**



Friedrichshafen FF-33

Scale: 1/48 Kit No: 48205
 Price: £52.50 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Resin Parts: Resin 107
 Manufacturer: Ardpol
 UK Importer: Aeroclub

Revell **Sukhoi Su-25 „FROGFOOT“**



Sukhoi Su-25 Frogfoot

Scale: 1/72 Kit No: 04354
 Price: £7.99 Decal Options: 3
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded plastic
 Parts: Plastic 108, Clear 1
 Manufacturer: Revell
 US Importer: Revell Monogram

AZ Models **K.3295 K.3225**



AZ Models **PY-20 PY-22**



Revell **Piper PA-18 SUPER CUB**



Piper PA-18 Super Cub

Scale: 1/32 Kit No: 04208
 Price: £14.99 Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 82, Clear 10
 Manufacturer: Revell
 US Importer: Revell-Monogram

and fabric cover. Production finally came to an end in the 1990s after over 40,000 of the Cub and Super Cub versions were built. Military versions were also produced, the best known being the L-18C. This aircraft was also used by the German Air Force for selecting and training aspiring pilots.

This long awaited release has a wingspan of 338mm, a detailed 4-cylinder engine and decals with markings for one German and one British civil aircraft, and one Federal German armed forces version.

ITALERI **F-5B Freedom Fighter**



F-5B Freedom Fighter

Scale: 1/72 Kit No: 1275
 Price: £7.99 Decal Options: 3
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded plastic
 Parts: Plastic 69, Clear 4
 Manufacturer: Italeri
 UK Importer: The Hobby Company
 US Importer: Model Rectifier Corporation

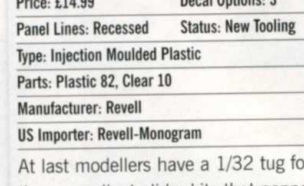
ITALERI **CR.42 LW**



Fiat CR.42 LW

Scale: 1/72 Kit No: 1276
 Price: £7.99 Decal Options: 3
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded plastic
 Parts: Plastic 58, Clear 1
 Manufacturer: Italeri
 UK Importer: The Hobby Company
 US Importer: Model Rectifier Corporation

Revell **Piper PA-18 SUPER CUB**



Piper PA-18 Super Cub

Scale: 1/32 Kit No: 04208
 Price: £14.99 Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 82, Clear 10
 Manufacturer: Revell
 US Importer: Revell-Monogram

Revell **Piper PA-18 SUPER CUB**



Piper PA-18 Super Cub

Scale: 1/32 Kit No: 04208
 Price: £14.99 Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 82, Clear 10
 Manufacturer: Revell
 US Importer: Revell-Monogram

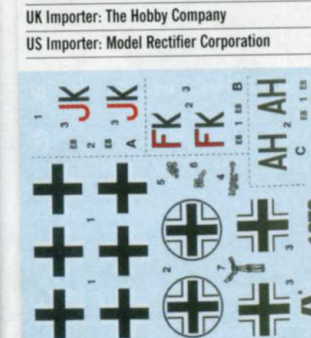
AZ Models **USAF F-5B Freedom Fighter**



USAF F-5B Freedom Fighter

Scale: 1/72 Kit No: 1275
 Price: £7.99 Decal Options: 3
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded plastic
 Parts: Plastic 69, Clear 4
 Manufacturer: Italeri
 UK Importer: The Hobby Company
 US Importer: Model Rectifier Corporation

AZ Models **CR.42 LW**



Fiat CR.42 LW

Scale: 1/72 Kit No: 1276
 Price: £7.99 Decal Options: 3
 Panel Lines: Recessed Status: Revised Issue
 Type: Injection Moulded plastic
 Parts: Plastic 58, Clear 1
 Manufacturer: Italeri
 UK Importer: The Hobby Company
 US Importer: Model Rectifier Corporation

Ardpol **Avro Manchester Mk I**



Avro Manchester Mk I

Scale: 1/72 Kit No: 72062
 Price: £31.50 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Resin Parts: Resin 118
 Manufacturer: Ardpol
 UK Importer: Aeroclub

Revell **Martin Baltimore in RAF Service**



Martin Baltimore in RAF Service

Scale: 1/48 Kit No: 4139
 Price: £39.99 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 70, Clear 10, Resin 52
 Manufacturer: Classic Airframes
 UK Importer: Hannants
 US Importer: Squadron

SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

In this issue:

1/72

- 418 D.H. 110 All-weather Fighter Prototype**
Whirlykits 72nd
- 420 Ki-115b**
Chorazy Modelbud 72nd
- 420 Heinkel He219B-1**
Dragon 72nd
- 420 F/A-18C Hornet**
Academy 72nd
- 424 Curtis P-2 Hawk**
Olimp 72nd
- 424 SAAB 340B**
Broplan 72nd
- 426 Hunter FGA.9/Mk 58**
Revell 72nd
- 428 Vickers Wellington Mk 1c**
Trumpeter 72nd

1/48

- 419 Fairey Firefly FR.1 NF.1 w/Ash Radar**
AZ Models 48th
- 421 G.50 II Serie**
Flying Machines 48th
- 425 F14A Tomcat**
Italeri 48th
- 426 Yak-23**
Ardpol 48th
- 427 Bristol F.2B Fighter 'The Crocodile'**
Eduard 48th

1/32

- 422 F-6D Mustang**
Dragon 32nd
- 423 P-51 B Mustang II**
Trumpeter 32nd

D.H.110 All-weather Fighter Prototype

WHIRLYKITS 1/72

BY JOHN BISSET

This is the first kit of the D.H.110 prototype since FROG's offering in the mid-Fifties, as far as I am aware. Challenging, but in a very different way to that kit, this is a welcome addition to any collection of early British jets.

Whirlykits are an offshoot of Whirlybird Decals, based in Yorkshire. After branching out into conversion bits, they acquired the rights to Maintrack's range of kits and are now adding to these with some all-new kits of interesting prototypes.

Construction

The main vacform sections have been moulded in quite thick plastic. This is effective for minimising distortion, especially on the fairly slender booms. The disadvantage is that cutting out and sanding down is correspondingly harder and more nail biting. I'm also usually worried I'm going to go too far at the sanding stage. I prefer to sand gently on flat wet and dry paper. This does need great care to avoid highs and hollows along the section edges.

The main fuselage area is moulded as two horizontal sections, within which resin mouldings fit for the nose, main wheel bays and the cockpit area. Vacform mouldings are also provided for the intake trunking sections. Either vacform or white metal compressor fronts are provided, a nice touch.

The outer wing sections, also moulded as top and bottom halves, are a simple butt fit to the fuselage. Resin moulds for the outer wheel well recesses fit within the wings, requiring some care to ensure they mate up correctly with the inner wheel bays. In particular I found it necessary to reduce their depth within the wings. Considerable care is required when mating the wings to the fuselage to get everything properly square. This also needs to be a fairly strong attachment. I used 5 minute epoxy, allowed it to harden overnight, and followed up with gap filling cyanoacrylate for extra strength.

WHIRLYKITS presents...



WPX72019 DH.110
all-weather fighter prototype

produced by
Whirlybird Decals,
Chapel Church Vicarage,
Doncaster Road, Ardsley,
BARNESLEY, South Yorkshire, S71 1BP

TECHNICAL DATA	
Scale: 1/72	Kit No: WPX72019VR
Price: £18.00	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Vacform	
Parts: Vacform 25, Vacform Clear 6, Resin 6, Metal 14	
Manufacturer: Whirlykits	

Of course a major highlight of the D.H.110 and its successor the Sea Vixen was the twin-boom layout. Aligning the booms to sit square in all three dimensions is a testing exercise. I borrowed a trick from more expert modellers and rigged up a simple cardboard jig to hold everything steady,



then glued up one boom at a time. As with the wings I used fast setting epoxy, followed by cyano for strength, with car cellulose filler to finish the joins. Before everything set fast I offered up the tailplane to ensure all looked well. Previous painful experience with de Havilland twin-booms has shown me there are lots of ways to get it not quite right.

A quick thought here. With real

aeroplanes, such as biplanes, any misalignment is dealt with by careful tautening and tuning of rigging wires, within the fuselage and wings as well as externally. Occasionally that needed to be done after heavy landings or other excessively high service loadings. Given the high loads imposed during military operations, especially on carriers, there must have been cases where Vampires, Venoms and Sea Vixens got overstressed and slightly bent, but were still effectively serviceable. I wonder how the riggers dealt with that, and what were the acceptable tolerances on 'out of true' aeroplanes?

Colour Options

Rather than the overall black finish in which WG240 first appeared, I chose its 1953 dark grey and sky finish, when de Havilland were working on modifying the design for the Navy, because I thought that would show its lines off better. The snag with this is that it also

showed up the shortcomings of my vacform building techniques. A better builder could undoubtedly make an excellent replica from this kit and overcome the shortcomings of the kit. I managed something passable only, which is still vastly better than the old Frog injection moulded kit of my youth. Adding some scratchbuilt arials and pitots, recommended but not provided in the kit, helped improve the overall look of the model. The white metal and resin detail work provided also helped the end result at the cost of much additional bad language as I struggled with combining the various media. A useful learning experience, though I think I need to talk to some experts and watch some show demonstrations in future.

Conclusion

This was not an easy kit. It has a number of limitations and challenges. For diehard fans of British Fifties jets it can be recommended if you have the skills to do it justice.

SAMI



Fairey Firefly FR.1 NF.1 w/Ash Radar

AZ MODELS 1/48

BY COLIN PICKET

The AZ Fairey Firefly kit is based on the Grand Phoenix kit using the same moulds for both the resin and polystyrene components. Being a limited run kit means that there are no locating lugs or holes so a little effort is needed to make things line up, however the kit comes with a generic set of instructions for all of the AZ Fireflies and a colour diagram for painting and decaling. The box also includes a set of canopy masks and etched parts for finer details. As the only other 1/48 Firefly currently available that I am aware of is the Flightpath kit that depicts a different version, this model fills a niche in the market.

Construction

Construction starts with the cockpit, upon which I lavished a great deal of time and attention, painting all of the fine details as the components are beautifully moulded in resin and really do look the part when treated with a Tamiya 'smoke' wash for shadow and a dry-brush with aluminium to bring out the highlights. The two cockpits were then built up and the nature of the parts is such that they fitted together perfectly. The instrument panel is an etched component which looks great when painted and highlighted with the film dials behind it.

Whilst the etched parts are not pre-painted (how lazy are we getting?) they are excellent and include a set of harnesses to dress the seats up.

When it comes to fitting resin cockpit components into the fuselage I normally find I have lots of trimming and test fitting to get the fuselage to close around them...this was not the case with the AZ kit as the fit was near perfect and the fuselage halves closed up with no problem.

Before joining the wing halves I thinned the trailing edges a little and then set about fitting the wheel wells, the top of which needed trimming and sanding down until they were almost paper thin to get them to fit between the wing halves.

I decided to modify the kit a little by cutting out the navigation lights on the wingtips and gluing pieces of Perspex in



TECHNICAL DATA

Scale: 1/48	Kit No: 4819
Price: £39.99	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 47, Clear 3, Resin 30, Etched 10	
Manufacturer: AZ Models	UK Importer: Hannants
US Importer: Stevens International	

their place before sanding them to fit and giving a final polish to add a little extra detail.

Fitting the wing to the fuselage revealed that I needed to remove more resin from the top of the wheel wells to allow the wing to sit properly, and the wing was then glued in place, with the rear middle section slightly lower as I could not get it to meet up. This small problem was treated by the application of clamps and Gel Superglue when the main section of the wing had set.



The tailplanes don't have any location pegs and I decided to use some fuse-wire pegs to hold tail surfaces in place as I could see me 'dislodging' them during construction.

In general I found that careful clamping and a little test fitting of parts resulted in little need for filler, the only problematic components being the ASH radar halves and the wheel halves which were a little deformed in the moulding process and needed a little work to make



them acceptable. However I suspect that this was limited to my kit and a result of the moulding process.

As is my habit, a quick trawl of the Internet for Grand Phoenix kit reviews revealed some concern over the size and shape of the spinner in the kit, with many suggesting its replacement with a modified spinner from the Tamiya Mosquito kit, however I choose to go with the kit component as, whilst it's not quite pointy enough according to the profile in the Squadron In Action book, it's close enough for me.

The canopies were masked using the fantastic masking set provided with the kit and then fixed in place with Kristal

undercarriage doors. I achieved this by fitting the doors with Blu-Tack so they lined up with the level of the wing and then trimmed round the door with a fresh scalpel blade.

The small stencil decals were fixed in place by using Future to settle them down to avoid any silvering.

Once all the decals were in place the aircraft was again coated with Future to seal the decals in. Finally the Firefly was ready to weather and I elected to use the airbrush to make it look a little more worn and battered. First a very watered-down mix of Tamiya smoke and brown was used to darken the panel lines and add the gun and exhaust staining by building up successive coats. I then used watered down Xtracrylix 'Silber' and light grey to add more highlights, the final step of the weathering process being to touch in some scratches and marks around the most used panels with Xtracolour High Speed Silver.

It was now time to add the final touches such as the undercarriage, to which I added Little Cars pre-coloured wire to form brake lines. The retraction rams caused some bother as they were the wrong length, being too short, so they were cut off and substituted with plastic rod and painted to suit.

I used Lycra thread (from Aeroclub) to make the aerial wire, which was mounted between two hoops fashioned from fuse wire, rather than use the etched items provided in the kit, as I felt they would be a little stronger.

Conclusion

The Firefly is an Iconic Fleet Air Arm aircraft which has had little attention in 1/48, and the RRP of £39.99 may put a few people off, which is a shame as it's a kit that builds well from the box but also leaves scope for a little tweaking. This kit is quite special and I could not resist doing a few extra bits to it so I felt that I had done it justice. I used the Squadron In Action guide as my reference throughout the build and found it useful in clearing up areas when the instructions were not so clear.

I can honestly say that this is an excellent kit and can recommend it wholeheartedly to the more experienced modeller, as it has resulted in one of the best models I have completed to date.

SAMI



Ki-115b

CHOROSZY 1/72

BY TIM LARGE

Inside the small box, there are thirty-six cream coloured resin parts, all of which are moulded to the highest quality, with very good detail, both raised and recessed. There was some moulding flash on the small parts, but nothing too taxing, and there are two vacform canopies, in case of mishaps. The instructions are printed on a single sheet of A4 folded into two, giving four pages, the first of which consists of a history and technical data, while the next two concern the build. Here there was some ambiguity as to the fit of some parts, so some research will be needed to clarify these points.

The last page is for the painting and decal placement. Choroszy Modelbud supply three small sheets of decals, with two different types of Japanese national marking, to pick and mix, depending on the finish of the final model.

Construction

After some study of the instructions to confirm which parts are which and where they all go, work can commence. The fit is as good as any plastic kit. The four-part cockpit is simple, as in the real aircraft, with the fit being excellent. Fuselage halves fitted together well as did each of the three-part wings, although some filler was required on the wing to fuselage joint



and the tailplane to rudder. Some adjustments were needed here and there, the first being to the engine as it would not fit into the cowl, this latter being a little too thick. It was a simple task to make the engine fit by trimming down the rocker boxes. The other minor problem was with the main undercarriage mounting points, which did not line up to



the one-piece undercarriage legs, and to be honest this was simply dealt with by drilling out new holes and filling in the unused ones.

The vacform canopy was easy to cut out and fitted very well. A hole is needed in the flat front panel to allow for the tubular sunlight.

Colour Options

Only one scheme is given and that is all-over metal, with a black anti-glare stripe along the top of the fuselage from the cockpit forward. The top and side national marking are over a green base coat. I used Humbrol enamels throughout the build, but did not apply the green base coat for the national markings.

The decals supplied with the kit were applied with the added of Micro Sol and settled down with no problems.

Conclusions

Choroszy Modelbud have produced a very good resin kit of an interesting late-war Japanese aircraft, and once made and painted it does look very nice on the shelf. I found the fit not at all bad. The mouldings are up to Choroszy Modelbud's high standard, as are the decals. I was disappointed with the lack of decal options, though, with the amount of decals provided, you can, of course paint it how you wish.

I took my colour scheme from the Eduard 1/48 kit of the same aircraft, which brings me to my dilemma over this item. You can buy three of the Eduard plastic kit, for the cost of just one of this resin kit. Of course it's going to be the choice of the dedicated 1/72 modeller, and as such is a good kit of the aircraft, and can be recommended.

SAMI

Heinkel He 219B-1

DRAGON 1/72

BY JAMES GRIFFITHS

The first thing that strikes with this kit is the artwork, showing the *Uhu* in action, with its *Schräge Musik* cannon blazing upwards, and a Lancaster in the background, engine on fire. Inside the box, the builder is greeted by five grey sprues, two clear and an etched fret of what look like very fiddly 'toast rack' components for the nose. Instructions are



engine nacelle/undercarriage assemblies. Something I found rather odd was the absence of a suggestion for weight to be added to the front end, and a dry run confirmed that a fair amount would be needed to keep the nose on the ground (around 80g at a rough estimate was added), with very little space to accommodate it. Needless to say, as many pieces of tyre balance weights, and bits of miscellaneous metal that would fit were shoe-horned in forward of the rear landing gear, and it was only just enough, as without the canopy, it is still a tail sitter!

Aside from the weight issue, construction was very straightforward,

even the Lichtenstein radar on the nose (etched components) proved non-problematic. A bit of filler was required at the wing roots and the wing extension joints, and the panel lines need care in lining up, but nothing that detracts from a pleasurable build.

Three decal options are provided, one in all black, the other two with light grey topsides mottled with black. I opted for the all black version of 1./NJG3, from 1945 as I like the nose art of a blue owl sitting on the moon (the German nickname 'Uhu' given to this aircraft means 'Owl'). Applied to a gloss surface, the decals, sadly, silvered slightly, even repeated coats of Micro Sol couldn't help, but after a final coat of satin, they don't look too bad. The Swastikas on the tail are from an aftermarket set as there are none provided in the kit.

Conclusion

It may not look as friendly as Bobble The Little Blue Owl, but the 219 has often been described as the best night fighter of World War II, and this kit certainly does it justice. The dimensions I have available scale down nicely to those of the aircraft (*German Aircraft of World War 2 in Colour* by Kenneth Munson) and it certainly has the spindly appearance of the real aircraft. My only real worry is the lack of warning about nose weight, but any careful builder would test run and realise this problem anyway.

An enjoyable build of an attractive aircraft, the etched parts really bring the nose alive, and make it stand out on the display shelf.

SAMI



G.50 II Serie

FLYING MACHINES 1/48
BY CHRIS BUSBRIDGE

This is the third Flying Machines 1/48 Fiat G.50 kit to be released. The other two were the later 'bis' variant and the early Serie I enclosed canopy design, which made its first, albeit brief, appearance during the Spanish Civil War. These FM G.50 kits are proof, if needed, of the high quality that has been attained with the close co-operation between Flying Machines and Special Hobby, as seen on their other G.55, P.108 and C.200 kits and can be safely considered the best injection-moulded interpretations of this aircraft to appear in 1/48 for some time, with only a few minor reservations to report. The other 1/48 Sector/Hasegawa kit, although easy to build and reasonably accurate, had a poor cowling shape, no wheel well to speak of and very poor engine detail.

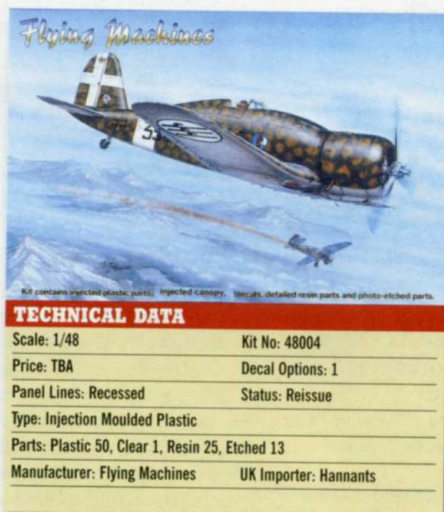


The parts for all three Flying Machines kits are based on the same tooling, the main differences between each airframe being the tail end of the fuselage, vertical tail, canopy, cowling and tailwheel. For this particular kit, the resin moulded cowling comes without the small bulges that appeared on the bis variant. Other parts not used for this model can either be discarded or put in the spares box.

Construction

The nicely detailed cockpit can be installed after the lower portions of the fuselage have been joined together. Due to the multi-part fuselage, it is difficult to get a perfect fit between the two top pieces and the main portion, so a small amount of filler is needed. More filler is used to smooth out the join along the base of the fuselage. The cockpit doors can be posed open to get a better view into the cockpit.

The resin wheel well is a less than perfect fit and will need filler to get a smooth join around the opening in the lower wing. All the wing parts have thick trailing edges, which need considerable thinning on their inner surfaces. Failure to do this will ruin the appearance of the model, so it's well worth doing. The tail surfaces need to have their mating surfaces even and true to get a good join to



TECHNICAL DATA

Scale: 1/48	Kit No: 48004
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 50, Clear 1, Resin 25, Etched 13	
Manufacturer: Flying Machines	UK Importer: Hannants

the fuselage and avoid using any filler. The resin engine, which has separately moulded cylinders, does not have any pushrod detail but does come with a brass-etch wiring loom. Correct engine to fuselage alignment can be tricky, but placing it inside the cowling first will help get it right. The nose gun fairing and bulges (and panel lines around the front fuselage) look to be out of position and should be corrected. It also provides an opportunity to improve their shape. For this review I left it as it is, as it looks OK despite this. The resin cast aileron mass-balances are extremely delicate. I lost a few trying to remove them from the casting block, so take care!

Colour Options

There is just one scheme suggested on the instruction sheet, and this is based on a standard G.50 scheme of sand with brown & green splotches over-sprayed with a field-applied pattern of green, leaving portions of the old scheme showing through as spots. This camouflage was unique to this particular *squadriglia*. Although a tail cross was supplied as a decal, I chose to spray it. The rest of the decals settled nicely on the model, with hardly any silvering, although there is just a hint of transparency to the white background of the wing face.

Conclusion

Building any one of the three Flying Machine G.50 kits is the best way of getting an accurate looking 1/48 model. The only other company that achieved the same accuracy in this scale was Italian Classic with their range of incredibly detailed resin kits. Highly recommended.

SAMI



NEW RELEASES FOR 2008



04186 Hawker Hunter FGA.9 1:72 scale



04386 Lockheed F-22 "Raptor" 1:72 scale



04208 Piper PA-18 Super Cub 1:32 scale



04397 Fairey Gannet A.S.4 1:72 scale

These are just a selection of the brand new releases available from Revell, ask at your local model or hobby shop for more details, or check out our website www.revell.eu

2008 CATALOGUE NOW AVAILABLE

Available from branches of
HOBBYCRAFT and **MODELZONE**
and all good model stockists.
Revell - doing more for the modeller
Visit our International web site at www.revell.eu

Revell GmbH & Co. KG
64-66 Queensway, Hemel Hempstead, Herts HP2 5HA.
Tel: 01442 250130. Fax: 01442 245619. Email: ukbranch@revell.de
©Revell is the registered trademark of Revell-Monogram I.L.C.

F/A-18C Hornet

ACADEMY 1/72

BY ADRIAN TROUGHTON

The kit arrives in a rather large box for a 1/72 subject but the boxart is in Academy's typical promising style. On opening you are faced with four grey plastic sprues and one clear, the latter sealed in its own bag. There is also a very comprehensive decal sheet that caters for three individual squadrons and also has a mass of stencilling data. First impressions are that there seem to be a lot of parts to this kit. The grey plastic has an odd rough texture to it, but the detail is very fine and nicely done, although the canopy moulding has the usual mould line running down the middle that will have to be removed. All-in-all a promising first impression



TECHNICAL DATA

Scale: 1/72 Kit No: 12411

Price: £14.99 Decal Options: 3

Panel Lines: Recessed Status: New Tooling

Type: Injection Moulded Plastic

Parts: Plastic 137, Clear 7

Manufacturer: Academy UK Importer: Toyway

US Importer: Model Rectifier Corporation



Construction

Starting with the three-piece ejector seat and cockpit, this offers enough detail using the decal instrument panels to satisfy most, providing you model with the canopy closed. I moved along and followed the instructions at each step and to be honest the whole construction is a total breeze with no fit problems at all, and with Academy's excellent engineering

not one drop of filler was used. There simply was no need as most part joins are either tight fits or hidden. The canopy was the only small problem as the mould seam line had to be removed, but care and fine sanding/polishing boards removed this.

There is a large weapons load included and this does take nearly as much time to construct as the entire airframe. I built my

F-6D Mustang

DRAGON 1/32

BY ANGELO PICARDO

A fantastic piece of art work adorns the top-opening box of this latest version of Dragon's Mustang. Inside you will find six light grey sprues featuring fine engraved panel lines, rivets, and panel fasteners. The engine cowlings are provided as clear parts and the canopy is thin and clear, though the main hood has a fine mould line running down the centre that will need sanding and polishing out.

Also included are an etched fret, three soft vinyl tyres and a small bag of pre-shaped wire and 2 springs. The instruction sheet is in the form of a fold-out sheet that features 13 stages of assembly. All painting instructions refer to the Gunze Sangyo paint range.

Construction

Assembly begins with the engine, and a reasonably detailed model of the Merlin may be built straight out of the box. The exhaust stubs are hollow, a nice touch, and the ignition lead is a separate part.

The cockpit is next and is very nicely detailed with the seat harness included on the etched fret, as are the seat's side braces.

For the instrument panel you are given two options, an etched brass or clear plastic one, although the detail on the plastic panel is superior to the etched one, so I opted for that. The instrument dials are provided as individual decals, but the instructions do not make it clear if they are to be applied to the rear of the panel or the front. To make thing easier, I applied them on to the panel, after painting it, and I then used drops of 5-minute epoxy to simulate the lenses.

For some reason, Dragon has



TECHNICAL DATA

Scale: 1/32 Kit No: 3202

Price: £29.99 Decal Options: 4

Panel Lines: Recessed Status: Revised Tooling

Type: Injection Moulded Plastic

Parts: Plastic 200, Clear 14, Etched 14, Rubber 3

Manufacturer: Dragon

UK Importer: The Hobby Company

US Importer: Stevens International

supplied the reflector sight as a nine-piece part that was very fiddly to assemble, but the rest of the interior goes together with few problems.

Alternative etched grills are provided for the oil cooler and radiator, though the plastic ones are sufficiently well detailed. All this detail fits into the fuselage with no problems and the halves close perfectly around all the parts.

As this is the reconnaissance version, the port side of the fuselage features the camera openings. Here I encountered a slight problem. Part J6, the clear lens for the oblique camera, does not appear to be on the sprue. In fact, the part numbering on this sprue does not match those of the instructions. This was easily resolved however, as I used some PVA glue to form the clear lens.

The wings have separate control surfaces that can be made to articulate, in the case of the ailerons with etched and wire hinges. The trim

tabs are also separate. Two full gun bays are included, though the access hatches will have to be cut out to display the detail.

The main gear bay insert is very finely detailed and the undercarriage legs are quite a complicated assembly as they are designed to feature working oleos with miniature springs. I assembled them fixed, as the parts are fairly thin and I was worried that the workings of this feature would not be overly sturdy.

A good selection of under wing stores is provided - paper and metal drop tanks, a pair of 500lb bombs, and six air-to-ground rockets on zero length launch rails. As the holes are already opened up in the wing, I fitted the bomb/fuel tank racks with paper tanks attached but, I didn't fit the rockets to their mounts.

Colour Options

Four colour schemes are provided. Two are for 9th Air Force aircraft, one for an F-6K and the other for an unknown USAAF unit. As three of the schemes were fairly plain, I opted for the scheme that matches the box art, a 10th PRG of the 15th TRS of the 9th Air

Force based in Europe in 1945. I used Alclad aluminium to produce the bare metal finish and Humbrol enamels for the rest of the colours.

The decals are well printed, in perfect register and the colour density prevents any bleed through of the paint scheme. They are thin and strong and settle down perfectly over the engraved detail. The nose band and tail fin chevrons go on perfectly, conforming to the complicated curves of the nose.

The identification stripes are also a perfect fit and once dry, look painted on.

Conclusion

This is a good kit generally. A little over-engineered in places, such as the multi-part gunsight, and the undercarriage, but it is still a model that builds into a nice replica of the recce version of the Mustang.

As it has some fiddly assembly stages, I wouldn't suggest this kit to a complete novice, but it is still a good kit and one to be recommended.

SAMI



model in about three sessions, and but for time constraints could have constructed it in one go! Talk about shaking the box and the model falls out - this must be one off these fabled kits.

Colour Options

There are three decal options to choose from, and these are for VMFA-212 Lancers, MCAS Iwakuni 2007 (my choice), VFA-94 *Mighty Shrikes*, MCAS Iwakuni 2007, and lastly VFA-192 *World Famous Golden Dragons*, NAF Atsugi, 2003. I opted for the VMFA-212 Marine Special scheme which is the most colourful of the 3 choices.

I followed the instruction sheet as regards colour and these are spot on, the upper surfaces being sprayed FS36320 Dark Ghost Grey with the undersides FS36375 Light Ghost Grey. I pre-shaded the major panel lines before application of the main colours for effect.

Decalling was probably the biggest part of this entire build and it did take me quite a few sittings to apply the mass of stencilling data, but the decals performed well. I used my usual Micro Sol system on these decals with no adverse effect. To finish I gave the entire model 2 light coats of Humbrol Matt coat and I think this finish is very authentic looking for this scale.

Conclusion

This is a newly tooled kit from Academy and to be honest it is superb. Thoughtful engineering and attention to detail are plain to see, and Academy's Hornet would be a perfect starting point for a beginner as a superb model can be made straight out of the box with the absolute minimum of effort. It certainly is one of, if not the, easiest models I have ever constructed. Well done Academy.

SAMI



P-51B Mustang II

TRUMPETER 1/32
BY ANGELO PICARDO

Packed in Trumpeter's usual fashion are ten light grey sprues featuring fine engraved detail with no flash or moulding defects. Also included are three clear sprues, including an extra set of transparent fuselage halves. The canopy parts are thin and clear and there are two etched frets, an acetate film instrument panel and three soft vinyl tyres. The two large decal sheets appear to be printed to the high standard expected of this company.

The instructions are in the usual booklet format comprising 16 pages and 38 stages, and a separate colour sheet is included for painting and decal guide with paints referred to from the Gunze Sangyo Mr Color Range.

Construction

Assembly begins with the Packard Merlin which has a lovely level of detail. The exhaust stubs are separate parts and are very fiddly to attach, especially as the fit is not too positive and the correct angle has to be obtained by eye. Apart from this, an excellent model of the engine can be built, and to display it, the top cowling is separate and you have a clear option available. The side panels, however, are integral with the fuselage but the clear fuselage will, of course, allow it to be displayed.

The cockpit is next and again is very well detailed, with seat harness included on the etched fret with separate buckles and belts. I did not use the etched belts; instead I attached the buckles to masking tape straps.

Two options for the instrument panel are provided. One, an etched panel, and the other made up from a clear panel with the acetate photo film.

 P-51B Mustang II P-51B 1:32 SCALE	
TECHNICAL DATA	
Scale: 1/32	Kit No: 02274
Price: £39.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded plastic	
Parts: Plastic 274, Clear 18, Etched 70, Rubber Tyres 3	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	
US Importer: Stevens International	

The kit includes the full radiator and oil cooler detail, with alternative etched grills, and the radiator shutter is also provided as a plastic or etched part. Unless the clear fuselage is used, with portions left unpainted, all of this detail will be out of sight once the fuselage is assembled.

The wing assembly is straightforward with all control surfaces separate to allow the flaps to be lowered. Both gun bays are included, with machine guns canted over at the correct angle peculiar to this version. The fuselage halves fit together with no need for any filler, though attaching the wings will require a small amount to close up a few minor gaps.

More etched parts are provided to replace moulded-on control surface actuators and yet again a choice of etched or plastic parts are included for the undercarriage. Each main undercarriage leg is in six parts, including the brake line, and the torque links are provided as plastic or etched parts. I used the plastic parts as the etched parts were too flat.

A variety of under wing stores are provided, including two types of drop

tanks, metal and paper tanks, a pair of 500lb bombs and a set of triple-barrelled rocket tubes. The fuel tanks or bombs fit on the weapon rack but the rocket tubes fit into holes moulded into the wings, so if you do not use them, the holes will need filling.

Final assembly involves the canopy. Though the Malcolm hood is included, it is not used on this model, only the old three-piece canopy. Two choices are offered, either a one-piece part for the closed option and a three-piece canopy if you choose to pose it open.

Colour Options

As usual with Trumpeter, two marking options are provided, an olive drab over grey and a natural metal aircraft with a black and yellow chequered tail. I opted for the olive drab machine using Humbrol enamels, and though the white identification bands are provided as decal, I painted them on the model.

Two decal sheets are included along with a separate sheet for the nose art on the metal machine and another apparent correct set of chequers for the tail, as

there are some numbers incorrectly allocated on the original sheet. The two big sheets contain the stencil data on one and the national markings on the second. The decals are well printed, being in perfect register and of good colour density. They are thin, but strong and settle down over the surface detail to give a painted-on look. The only problems I encountered were with the stencils. On the instructions, reference is made to the placement of more stencils than are supplied and, there are a large number of decals that are not required. It may be that this is a generic stencil sheet meant for a number of different kits?

Conclusion

This is another lovely production from Trumpeter. Enough detail is provided for the experienced modeller but I wouldn't say that this kit is beyond the abilities of a novice. I enjoyed building this model and I recommend it to any one wanting a P-51B in 1/32.

SAMI



Curtis P-2 Hawk

OLIMP 1/72
BY DAVE HOOPER

The P-2 Hawks were basically the last five production examples of the Curtis P-1 which were fitted with a V-1400 engine in place of the standard V-1150. In fact 'out of the box' this kit actually depicts the temporary designation of XP-2 which was given to 25-420 during trials of an exhaust driven supercharger fitted to the starboard fuselage nose.

This is essentially a resin kit and as such opening the box reveals a large collection of well moulded pieces on individual blocks. The quality of these parts is extremely good and the level of



detail superb although the odd surface air bubble spoils an almost perfect looking kit. Also to be found in the box is a small fret of etched brass which covers such parts as the instrument panel, seat belts and spoked wheels. The

instructions are well produced and easy to follow but it is advisable to have a few photographs at hand to aid the correct positioning of some of the smaller parts. Paint references are given for Humbrol, Model Master and Revell products.

SAAB 340B

BROPLAN 1/72
BY ANDY McCABE

The SAAB 340 is a Swedish built aircraft designed and built originally in partnership with Fairchild Aircraft, however when Fairchild ceased manufacturing parts for the type the entire production was moved to Sweden. Originally designated the SF340, the aircraft first flew on 25 January 1983 but when Fairchild withdrew manufacturing in 1985 after approximately 40 airframes were built, SAAB continued production under the designation 340A.

In 1989 an improved version, the 340B, introduced more powerful engines and wider horizontal stabilizers. The aircraft is powered by 2x General Electric CT7-9B turboprops, with Dowty Rotol or Hamilton Standard 14RF19 four-blade constant-speed propellers.

The kit consists of four vacform sheets of white plastic that contain thirty-seven parts, two injection moulded sprues with fifty-eight parts, three clear, one decal sheet and an A4 instruction sheet.

Panel lines are recessed and the surface detail is good with nice crisp edges to the vacform parts which makes cutting them from the sheet much easier. The decal sheet contains markings for four separate operators of the SAAB 340, and on some of the decals the print is a bit poor, but I have seen worse. Generally the decal sheet is quite nicely printed.

The instruction sheet is printed on two sides of an A4 sheet with plan and side-view drawings for painting and decalling on one side and an exploded assembly view and parts layout on the other.

Construction

Construction begins by separating the parts from the sheets, then sanding them back to obtain clean mating edges. There is internal detail that consists of a cockpit,



floor, seats, control yokes, instrument panel and coaming, side consoles, rear bulkhead, cabin floor and aft bulkhead. There is very little detail on these but as nothing will be seen when the model is finished only the basic details were painted. Two of the three clear parts are cabin windows; they were not used as the cabin windows would be filled with Micro Kristal Klear later on.

The vacform canopy was carefully cut from its sheet, and as you only get one, care has to be taken. The detail on this for the cockpit windows was virtually invisible so the windows on the fuselage were used as patterns for the masking tape.

The fuselage is made up from four separate sections, which when glued together needed virtually no filler at all to hide the seams. The tail, horizontal stabilisers and wings are all made up from two parts each, and the wings and the horizontal stabilizers have spars that pass through the fuselage to ensure that the angles are correct. This also makes for a very strong assembly between the wings and horizontal stabilizers.

The engine pods are made up from two parts which slide into position on each wing via slots cut into them; the positions of these slots are clearly marked so no



mistake can be made, and this simple but very effective method means that the wing stays solid throughout its span.

The main undercarriage legs sit in slots in the underside of each wing giving a very positive location. The same applies to the nose undercarriage, though this has its own undercarriage bay.

The propellers are made up from six separate parts each, four blades and two for the spinner, although there was a slight mismatch in these two parts that needed addressing, otherwise they would be very evident when painted.

Colour Options

The model was sprayed with Halfords Acrylic White Plastic Primer then a topcoat of Halfords Acrylic Appliance White, as all the versions of this kit have a gloss white fuselage and tail/wing surfaces. The version chosen for the review was the British Airways aircraft, so the lower fuselage was masked off and gloss blue sprayed on. This colour was mixed to achieve the closest match to the current BA blue I could get.

Four decal options supplied with the kit, which are:

- SAAB 340B Operated by American Eagle, registration N256AE
- SAAB 340B Operated by Loganair with the British Airways Union Flag scheme
- Saab 340B of the Swedish Airforce Tp 100C 009(008)
- Saab340B Golden Air - Registration OH-FAF or SE-KXG

All versions except the British Airways Aircraft are Gloss White overall.

The decals supplied with the kit for the BA version include only the British Airways wording, forward fuselage flag, serial codes and Loganair stencils. The Union Flag for the tail is not included and requires, according to the instructions, painting on.

This would be a difficult task to perform due to the shade changes in the flag that make it look as though it is rippling, so I opted to make my own decals for the entire model though retaining the operated-by-Loganair theme.

Whilst I was doing this I created wing-walk decals as well which are not supplied on the kit sheet.

Conclusion

This is one of the better vacform kits currently on the market, and the overall quality is very good with no problems encountered during construction. When finished it is quite a large model of the SAAB 340 and I am very pleased with the end result.

No doubt aftermarket decals will appear shortly that will provide the full BA Union Flag scheme, as painting it would be tricky, but this scheme is perhaps the most striking and colourful of all four and really sets the model off.

It is a nice model to make and worth the effort needed to cut and sand the parts before assembly.

SAMI



Construction

The construction of this model was fairly unproblematic and a relatively simple affair. As ever the first port of call was the cockpit. This features a floor, seat (with seatbelts), control column, etched brass rudder pedals and instrument panel. Once these parts are all cemented, painted and dry brushed they look very effective. In order to get a good fit between the two fuselage halves the radiator needed to be

reduced in width slightly.

For peace of mind I replaced all the struts with brass struts but I successfully used the original pieces as templates, which does suggest that the original resin struts should fit adequately. The etched spoked wheels require some shaping and for this purpose the required shape was carved on to the end of a piece of dowelling and this was used as a template to bend the parts to shape. Once constructed and painted I was pleased with their appearance. For some reason my review sample was supplied with a wooden type propeller. I can only assume that this was a one-off error confined to my kit as it seems silly that Olimp would go to so much effort to produce a detailed model and overlook

something so obvious. I therefore replaced the kit prop with a more appropriate scratchbuilt item.

Colour options

Only one option is included, which as previous stated depicts the first P-2, no. 25-420 during its temporary modification to the XP-2 designation. The aircraft itself is finished overall in Olive Drab no.22 which I mixed myself. The white areas of the decal sheet were very slightly off register but otherwise the sheet was well printed. However, I found the decals hard work to use, especially on the rudder surfaces where they refused to conform and adhere. Subsequently they needed a lot of touching up with a small paint brush.

Conclusion

With all the troubles Olimp had in 2007, it is good to see that they are still producing some first class resin kits. This kit would make an ideal addition to any US interwar collection and is as good an example as any of an early incarnation of the classic Curtiss pursuit plane design. On a personal note I found this to be a very enjoyable kit to build with no major headaches other than the inclusion of an inappropriate propeller.

SAMI



F-14A Tomcat

ITALERI

1/48

BY ED JONES

This is the Italeri version of the iconic US naval fighter recently retired from service. It comes in several large sprues of grey plastic and a big decal sheet. A two-piece canopy is provided in its own bag. Surface detail seemed a little on the heavy side but painting soon overcomes this. Commendably, little flash is present but, some of the smaller parts like undercarriage legs needed some cleaning up to add definition.

Construction

Starting with the cockpit, the rather poor ejection seats immediately caused some issues. Both the left hand halves of the seats are smaller than the right hand halves and needed some work to raise them to a semi-acceptable level. Cockpit detail is adequate but nothing special. Aftermarket kits would be an ideal addition to this area.

Due to the large size of the two fuselage parts, split horizontally top and bottom, it took some time to get the two halves to fit all the way around the big body, and sections like the rear fuselage by the engine nozzles proved a little difficult to match perfectly. A little filler and some sanding was all that was needed and for such large bits of flexible plastic, with little internal support, it went together around the swing wing mechanism pretty well.

Next, the real bugbear of the model,



F-14A Tomcat



TECHNICAL DATA

Scale: 1/48	Kit No: 2667
Price: £12.99	Decal Options: 3
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 102, Clear 2	
Manufacturer: Italeri	
UK Importer: The Hobby Company	

those swinging wings. While I think it's great for kids to have a Tomcat with a working swing wing, the very nature of a plastic kit means that eventually (usually quite soon) the internal plastic mechanism required will break. So why bother? I wanted to pose this Tomcat with its wings outstretched but I found that they simply wouldn't stay put in their position without some extensive modification. This is because there is no location as such, in the fuselage, for an either/or option. By its very nature the swing wing has to have room to move about and this rules out any decent location system. The wings outstretched flopped, so I posed the model with wings swept back.

The nose section goes onto the main body of the fuselage pretty well, and time taken here making it locate correctly is not wasted as you use only a tiny bit of filler if you are careful. Remember to add some weight to the nose cone and forward fuselage.

The two big air intakes need some careful positioning especially where they meet the rest of the engine's body on the lower fuselage, but once they are done the bulk of the model is complete. With a big complex construction like this some filler is inevitable and some is needed around the



edges of the air intakes inside the rear wheel wells, but overall the model assembles well.

The kit provides two each of the Phoenix, Sparrow and Sidewinder missiles as well as two fuel tanks. I added them all. I did notice that the under wing missile carriers that hold the Sparrows and Sidewinders (The Phoenix missiles go under the body) seem to be not 'handed' on the section that holds the Sparrows. The outer lip that curves around the outside of the Sparrow on the left wing curves around the inside of the Sparrow on the right wing. At first I thought that I had put one on back to front, but on reflection I'm sure I have not. The two vertical fins have bulged bases, both on the same right hand side and this again seems counter-intuitive. Should the bulge be on the outside of each fin? I tried to find out from various sources but my efforts were inconclusive. Not a massive problem to correct though, if it is wrong.

The canopy was very clear and a good fit, the undercarriage assembled easily and is strong enough to support the big model with no problem.

Colour Options

Three options are provided for the F-14A, all of them relatively colourful US naval schemes from the early seventies including VF-84 from USS *Nimitz*, VF-1 from USS *Enterprise*, and VF-213 from USS *Kitty Hawk*. All three variants use a basic scheme of Flat Gull Grey on top surfaces and Insignia White on lower surfaces. The large decal sheet provides lots of common

stencils for the aircraft as well as the three squadron markings. I chose VF-1 as it seemed the most colourful of the three. The decals went on very easily and were commendably thin and flexible. The only issue was that the stars and bars which went over the red nose stripe showed the red background colour too much. The instructions were not as clear as they could be; the major problem was with the grey panel decals that go on the air intakes, both inside and out. I'm sure the instructions have transposed these, showing the outside upper surface ones going on the inside of the intakes. I ignored the instruction and put the larger more prominent ones on the outside upper surface and they look right.

Conclusion

I have to say that I did not like the wing construction method, believing that a simple either/or solution is more appropriate for a plastic kit. Also, painting that vast area of plastic with brushes proved to be a little tedious (I have no airbrush). I also thought that the nose is not quite hooked enough, although I now realise that this is because I probably put the small radome section on upside down! Apart from this the completed model looks every inch a Tomcat, capturing really well the complex shape and aggressive stance of the original, and builds relatively easily into a big impressive model.

Apart from a few glitches I enjoyed building this, and recommend it to anyone with a little experience.

SAMI

Hunter FGA.9/Mk 58

REVELL 1/72
BY CLIVE DUCKWORTH

My last line for this review is 'one of the best kits, (possibly the best), I've ever made in terms of subject, quality of parts and fit, and the price!' There... now you don't need to waste time reading the rest of this review and can get off to the shops to buy one and see for yourself.

Now back to reality and earning my keep! The kit comes in a large box, with a colourful FGA.9 illustration on the lid. It is filled with large sprues in a poly bag so nothing rattles around and breaks. The box size does,



however, look as if it should have at least a 1/48 kit inside, so anyone new to models could be a little disappointed as the kit itself is just over half the box length. There are

122 grey plastic parts and 3 clear, the panel lines are recessed and the kit includes a sheet of over a hundred decals covering the four different options available in the model.

Yak-23

ARDPOL 1/48
BY TIM LARGE

A rather good painting of the Yak 23 in Polish marking adorns the small box top, in which there are five plastic bags, four of which hold seventy-four light grey resin parts. These are very nicely moulded, with recessed panel lines and raised detail. There is very little in the way of flash and all the parts are easily detachable from the casting blocks. The other bag contains a small etched sheet made by Part featuring ten items, which go to make up the seat belts and instrument panel. Also in here is a single film, for the instruments. Two quality vac-form canopies are loose in the box, as is the decal sheet, which is larger than the box, but carefully folded to fit.

Construction

Once all the parts have been cleaned up and washed to remove any releasing agent a very good study of the instructions is required, as they are difficult to follow and, in the case of the cockpit, misleading. You will need references to find out where and how a large number of parts fit, and what colour things are as there are no colour call outs in the instructions. I would suggest Kagero's Top Shots book as I found it invaluable in doing this review.

One thing that was apparent from the start, was that the tail is the wrong shape, it should be much more squared off at the top, and as this is correctly shown in the instructions and the box top art, I can't begin to guess where things went wrong.

I started with the twenty-part cockpit



assembly, which fitted together nicely with no need to adjust any of the parts. There are a number of etched items to be added here, such as the seat belts and instrument panel, of which no mention is made in the instructions! Once built up it fitted snugly into the fuselage.

The exhaust outlet and inlet divider are fitted before the fuselage halves are joined. The exhaust is full length and at the correct angle - the power plant of the Yak 23 was fitted slightly sloping, as were those of its ancestors, the Yak 15 and 17.

Once the fuselage was joined some sanding and filler was needed on the joint to blend it in. The wings and tailplanes fitted reasonably well, with filler being needed on all the joints, but at this stage it became apparent, something was amiss, as it all looked a bit out of shape. Not by much, but I could see it. The cause of this turned out to be that the wings were not straight because the wing roots, moulded into the fuselage, were out of alignment. As I pondered what to do, I got on with the four-piece main undercarriage, which is very well moulded and fitted together in the same manner. Once they were fitted, along with the front, the model sat somewhat nose down, so I cut down the main undercarriage and at the same time adjusted them to compensate for the



misaligned wings - not the best solution but the most expedient, and as long as it is not viewed head-on you don't notice it. On a positive note all the moving surfaces are moulded separately, which is a nice touch, allowing the modeller to fit them at the angle of their choosing, and ensuring the trailing edges are the right thickness.

The one-piece canopy was left until just about last. This is clear and the framing is well defined, although the fit did not go to well, as there was a 2mm gap at the rear, because the ejection seat sits 5mm too high in the cockpit! As far as I can work out, it would appear that this is because the cockpit in real life has a much lower floor, and the whole cockpit also needs to sit lower in the fuselage - a bit late in the day to find that out! In the end I cut the canopy so it can be shown open.

Colour Options

Ardpol supply a total of seven different aircraft, all of which have the same basic all-over Aluminium finish, for which I used Humbrol Silver (#11). There are Yellow 12 and 16 of the Polish Air Force, and Yellow 52/3 the first Soviet prototype, although this aircraft looked different in a number of important areas and cannot be modelled from this kit without some major work. Yellow 52/2 the second prototype or Red 01 would have been a better choice by Ardpol. Also given is SP-GLK (with yellow trimming) of the Aeronautical Institute in Warsaw, the aircraft by which two time-to-height international records were set in

1957. FU-599 of the USAF and a pair of Czech Air Force aircraft, HX-51 and KR-17 complete the list. Despite the inaccuracy I opted for Yellow 52/3 as I didn't have the right style and size of lettering for Red 01, and to my mind it had to be finished as a Soviet aircraft, it is a Yak after all.

The decal sheet has all the relevant national markings and stencilling, the decals themselves are in perfect register with good colour density, adhering to the surfaces with ease without the use of a setting solution.

Conclusion

This I believe is first time a Yak 23 has been produced in 1/48, the only other kit I know of being the Kopro (KP) release in 1/72. There may have been a vacform kit in the past that I'm not aware of. Despite the problems, I enjoyed this kit, the overall fit is good and I liked the large choice of colour options.

If you read this before building the kit, don't be put off by the issues I found, as they are fixable, albeit with a lot of work. I would have expected Ardpol to have picked the problems up before releasing the kit, and there is no getting away from the fact that these do detract from the high opinion I had on first opening the box.

So this kit is really only for the dedicated early jet enthusiast, who will end up with a quite lovely Yak on the shelf. It will take some time and effort but will be worth every bit of it.

SAMI



Construction

Construction commences with the four-piece ejector seat and the rest of the cockpit and decals are usefully provided for the three instrument panels which are quite visible through the canopy. Once the cockpit is finished and painted the fuselage halves go together and very helpfully Revell state the nose weight required to avoid a tail sitter - even more helpfully enabling you to insert the necessary weight later via the nose cone and front wheel well which

can be fitted after fixing the main wheels. I never trust manufacturer's ideas of how much weight to add but in this case the 4g stated is quite correct, so full marks.

The kit continues to take shape with the tail pipe, then wing assemblies, air brake and flaps, which can be modelled partly dropped showing off good internal detail. The wings fit into recesses in the fuselage which hold their anhedral perfectly. Wheels, either down or retracted, fill the whole of page seven, each main wheel having nine separate pieces, again with good detail. The last sections of the construction involve the aerals and pods /weapons for either version and that's that.

Colour Options

Colour schemes are for the colourful RAF FGA.9 from the No1 Tactical Weapons

Unit at Brawdy in 1979, or one in standard camo from 79 squadron at Brawdy in 1984. The two Swiss versions are both standard camo schemes with either the Mk58 Patrouille Suisse Team from 1991, or one from Fliegerstaffel 20 dating from 1993. Colours are in the traditional Revell manner of mixing percentages. I mostly used the Humbrol equivalents of 163+154 for the green, 165 + 144 for the blue grey, and then Revell matt white, and Carmin red. All were brush painted but I thinned the white and waited 2 days for the red to fully dry.

Decals are excellent, with only one error found on the instructions pertaining to the nose wheel door number. They cover the paint without any problem. I painted a gloss coat on before the decals

and then finished off the kit with satin.

Conclusion

Well I have to say I was delighted with the entire kit. I only had to shave a little off the ejector seat base and cockpit sills to ensure a good canopy fit. That was it - no filling and sanding or fiddling with misshapen parts! Absolutely excellent. So, my last line again ... 'one of the best kits etc...' and I thoroughly enjoyed it too!

SAMI



Bristol F.2B Fighter 'The Crocodile'

EDUARD

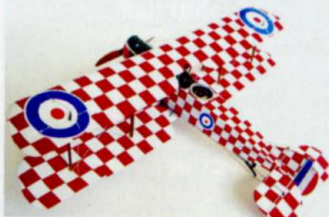
1/48

BY PAUL GILSON

This is a reissue of the Bristol F.2B Fighter which I reviewed in 2005 and is essentially the same kit, but with a very spectacular colour scheme. The name reflects the addition of teeth around the fuselage nose, but this is almost lost against the rest of the aircraft, being a red and white chequer pattern almost overall. The colour scheme is based on a photograph thought to be just after the end of the Great War and possibly the personal aircraft of No.33TDS Wing Examining Officer. The kit contains excellent detail straight out of the box, with the masks and an enhanced etched details sheet included. The instructions are sixteen A5 sides of diagrams and a painting diagram, only in black and white, and also included are some wheel painting masks. If you have web access I would recommend downloading the colour scheme from the Eduard web site, as you can then print a colour version to work from.

Construction

The basic construction is identical to my previous review, so I'm going to concentrate on the colour scheme as this really dictates a different approach. The bulk of the fuselage, all the lower wing and top surface of the upper wing, are a red and white chequer pattern, and Eduard supply a sheet of square patches to create a mask for this scheme. I built the complete fuselage with rudder and tailplanes and kept the



two wings separate at this stage. The three assemblies were sprayed white and then the masks applied.

There are three sizes of square mask for the different areas. The largest are for all the tailplanes, both surfaces of the lower wing and the upper surface of the upper wing - the notes say the lower surface was also chequered later, but there are not enough masks to do this. There is also some doubt over the pattern on the tail surfaces. If like me you do chequer these you will be very tight on mask pieces, so I saved the ones that would be under the roundels and created a circular mask for these areas.

Next you have two sizes for the top/bottom and sides of the fuselage. Here I hit a problem as when I used the masks the pattern join on the fuselage got out of step. To correct this I mixed some of the sizes and cut a few small masks from the surplus material to grade the squares from nose to tail, so that they matched on the fuselage corners. I don't have a photograph of the original aircraft so I can't guarantee this is 100% correct, but it better matches the Eduard colour diagrams and is far



more pleasing to the eye, so I'd guess this was how the scheme was originally painted. I'll like to see a copy of the photograph Eduard refer too, but no reference is given and I haven't tracked it down yet!

The masking took me a couple of nights' work and left me with square pattern blindness! The nose area was then masked and the whole lot sprayed red. When the masks were removed there was minimal paint creep to be correct by hand. Next I attached the lower wing to the fuselage and added the inter-wing struts which I had pre-painted, and once this was solid the upper wing was attached and the undercarriage completed. This just left the rigging and control cables to add, but I'd suggest you use a photograph for this as the diagram supplied adds an extra set to the tail which do not appear in photographs, and misplaces the wires which should run from the top of the lower wing mount to the first struts.

As this was a post-war aircraft I didn't add the rear gun and ammunition drums - these can be added if the photo shows them fitted, but I doubt this. Similarly I left off the underwing racks.

Colour Options

There's just the one scheme in this kit and it's C4879 *The Crocodile*. The decals adhered well and had no silvering, so top rate, but I would suggest the roundels areas are pre-painted white. The port side teeth are supplied with and without the fish being eaten - but no clue to when the non-fish version should be used. There is also a set of teeth for the front radiator slats which can only be used easily if you have selected the closed slats option. I painted these teeth straight onto the open slats.

Conclusion

In my previous review I asked what Eduard could add to make even more of this kit - now I know! The final model has a superb level of detail and a truly eye catching colour scheme. It required a different build sequence than I'd normally employ, which actually may be useful for other biplanes live and learn. My only gripe is - Eduard please supply a few spare squares on the mask and enough to do the underside of the upper wing as you mentioned it!

SAMI

Vickers Wellington Mk 1c

TRUMPETER 1/72

BY COLIN PICKET

Previous 1/72 Wimpey offerings from Airfix, Matchbox Revell and MPM/Special Hobby have all had their various plus and minus points and now Trumpeter bring us their offering of the famous bomber. This box full of parts looks to be a scaled down version of their highly acclaimed 1/48 release, which can be no bad thing as this is a great kit, if beyond the means of many modellers in terms of cost, time and display space.

Construction

The kit gives a mass of parts for the interior detail which includes the crew stations and even the toilet. I actually spent more time painting and detailing the interior than the exterior. The instructions don't give any colours for the insides, however a little hunting through my references gave me red/brown for the sides and the framework in aluminum.

The only additional detail I added were some etched seatbelts from Eduard's pre-painted range to the crew seats.

Most of the interior details would be hidden when the fuselage was closed up but I know it's there and if you ever wanted to use a kit to show flak damage then this would be a good basis for it as most of the interior work is done for you.

Although the kit has a detailed bomb bay the doors cannot be posed open, and as this would have required the scratch building of the operating mechanism I decided to leave it closed, which is a good thing as I'd have needed to find some suitable stores for the bomb bay as well. However there is plenty of scope to 'knock yourself out' with extra detail here as the basics have been done for you.

Closing the fuselage halves requires the fore and aft turrets to be installed, which also means that the guns themselves are then exposed to the risk of snapping off very early in construction, I managed to catch them in my tasteful 'Noel Edmonds' jumper a few times

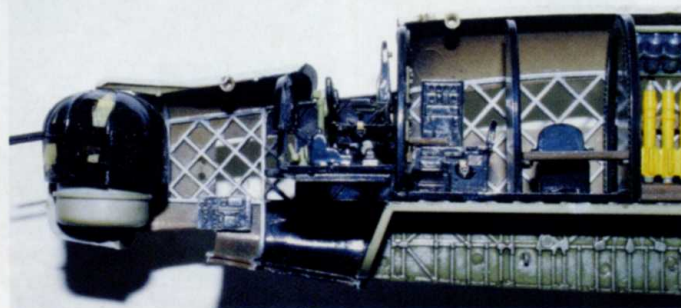


TECHNICAL DATA

Scale: 1/72	Kit No: 01626
Price: £18.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 172, Clear 20	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	

during construction. (well, it is cold in the garage where I work).

The main wheel wells are built separately from the wing and then fitted between the wing halves, no big deal except that the undercarriage legs have to be fitted at the same time which makes masking the wheel wells a



problem, as well as increasing the potential for things to get broken during construction. There were a few moments when I thought my clumsiness had resulted in a 'Crash Diorama' by snapping them off.

The wings are joined to the fuselage by the use of a snap fit arrangement, which means that it is not possible to test fit the wing, but the fit quality of the kit is so good that it's not a problem anyway.



I made one departure from the instructions by leaving the engines out of the nacelles until after painting and found that to get them to fit I had to trim the cylinder heads a little, but it can't be seen behind the cowlings and did save me a small masking job.

Colour Options

Luckily by the time I reached the masking stage the Eduard mask set had become available for the kit, and it's a good thing too as masking the transparencies would have taken an age without it and I suspect the progress of

finally painting the undersurfaces with black.

Two choices of decals are included, one for P9245/J-W of 149 squadron RAF in September 1940 and the other for R1006/GR-H of No. 301 squadron, September 1942. The decals themselves are in good register, though a little thick, and are of Trumpeter's typical glossy finish. However, this did not stop them settling down well onto the surface. At this point things started to go a little wrong, as after coating the decals with Future to seal them in, I choose to apply a coat of enamel matt varnish to the whole airframe to tone things down a little. I guess it must be my concoction of matt varnish, enamel thinners and a little cellulose thinners to speed up the drying that drew the decals from the surface and resulted in silvering, although they were fine before.....Cue lots of cursing!

After applying copious amounts of decal setting solution to the affected areas, which relieved the problem a bit, I decided to paint over the effected portions of decal for good measure. As I've not had problems with Trumpeter's decals before I can only assume that my amateur chemistry experiment and impatience is to blame.

All that was left was to add the small details such as airdials from stretched sprue and the various pitot tubes and other paraphernalia.

Conclusion

This kit went together really well, needing only a slight smear of filler and looks great straight from the box though there is scope to add more detail if the urge takes you. Some might say that the geodesic effect on the wings may be a little over-done, though it did compare favourably to my references and it looks like a Wellington so it works for me.

I found the 4+ Vickers-Armstrong Wellington guide an excellent reference for this kit, especially the 1/72 plans included and would suggest anyone wanting to go mad with extra detail for their Wimpey check this publication out. The Eduard mask set is a pretty much must-have for this kit too, as I doubt I'd have been able to successfully mask the cockpit and the turrets without it.

At £18.99 this represents fantastic value for money and with the quality of the kit I'd say it's a model for pretty much everyone except the real first timer. Top marks for Trumpeter!

SAMI



Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

Get Wells Soon

RB PRODUCTIONS

Radu Brinzan's really likes his 109s and this month we have another set of his amazingly detailed wheel wells, this time for the K variant. As with all the previous sets some skill with etched brass is required to get the best from this set, but the other new set received this month is so simple that even I can assemble it!

Seatbelts are normally produced in photo etch, but in the larger scales it is sometime difficult to get brass to hang realistically. In this set the brass provides all the details like buckles and locks while the belt is supplied as pre-cut paper. To glue the seatbelts it is recommended that you use stick type paper glue or a small patch of double sided tape. Each set supplies enough material for two single-seat fighters.



Bf 109K Detailed Wheel Well



US Seatbelts

1/32

Bf 109K Detailed Wheel Well

Product No: RB-P 32007 Price: 15 Euros

Designed for: Hasegawa/Revell

US Seatbelts

Product No: RB-P 32008007 Price: 5 Euros

Designed for: N/

Conclusion

Please note that Radu's eBay shop will be closing by the time you read this, but he will have a new store which can be reached from links at www.radub.com, alternatively RB Production's range is also stocked by MDC models@ModelDesignConstruction.com in the UK and Eagle Editions eagle@eagle-editions.com in the United States.

SAMI

Big Time

CAMMETT LTD

Having already made a number of detail sets for the VFS P-40, Cammett have been very quick off the mark, as VFS's P-47 is not officially released as yet. That said, Cammett have released two simple and well moulded detail sets, both of which will be most welcome by any one who intends to get one of the big Jugs.

Detail set 1 consists of an open cowl flap and replacements for the vinyl main wheels, as well as a much better tail wheel, with set 2 giving you replacement ailerons and their attachment points on the wing, as well as two-piece tailplanes, allowing both to be positioned to taste.

Casting is excellent and the instructions are well designed and easy to follow.

1/24

P-47 Detail Set 1. Open cowl flap and wheels

Product No: none Price £11.95

Designed for: Vintage Fighter Series kit

P-47 Detail Set 2. Separate Flying Controls

Product No: none Price £13.95

Conclusion

These two sets are a must have for the VFS P-47, and though the kit itself builds up into an impressive model out of the box, Cammett's parts make all the difference, set 1 being particularly



P-47 Detail Set 1. Open cowl flap and wheels

welcome as it replaces the vinyl wheels with their moulded. Cammett apparently have many more sets in preparation for the P-47, so anyone wanting to go to town on their build should watch this space for what may be some unexpected and different upgrade sets.

Cammett's products can be viewed at www.cammett.co.uk or phone 01544 388514 for details.

SAMI

P-47 Detail Set 2. Separate Flying Controls

Screen Savers

CONTRAILS

The latest release from Contrails is an essential purchase if you have a 1/144 Minicraft 707 in any of its versions. This kit, though very nicely detailed, has one major error that is glaringly obvious, the shape of the area around the windscreen does not capture the subtle curves of the 707, in fact it looks more like that fitted to a Douglas DC-8. The Contrails correction supplies a grey resin part of the correct profiles and is a straight

replacement for the kit part and immediately makes the Minicraft 707 look like a 707.

1/144

Boeing 707 Replacement Windscreen

Part No: CON707N Price: \$5.00

Designed for: Minicraft

Conclusion

This is the type of correction set I like, minimal work that results in an immediate improvement of accuracy of

my model, and even better, at a very reasonable price, so if you have a Minicraft 707, what are you waiting for? To order you can use PayPal at the following website www.drawdecal.com it can also be ordered via surface mail from Mike Bolden, 3524 17th Avenue South, Minneapolis, MN 55407 with payment made in US funds. The manufacturer can also be contacted via email at mbcv990@msn.com.

SAMI

First Steps

SCALE MODEL PERFECTION

This new company has provided us with a selection of products from their

range. First we have a selection of various thicknesses of monofilament that have been treated with a hot dye process to make them a consistent

black colour. With four different sizes these monofilaments have a wide range of uses in all the major scales from rigging wires to making brake lines.

In 1/72 we have a set of Airliner steps suitable for the Airfix/Heller Constellation though it would also be suitable for any airliner with a similar door height.

1/72

Airliner Stairs

Designed for: Heller/Airfix Price: £9.00

This kit is made up from pre-formed metal struts, white-metal wheels, and wire, to which you add vacform side skirts and steps. The instructions use a mix of photographs and text to guide you through the assembly process.

Various

Rigging / Detailing Material

2m Lengths Price: £1.50

or Variety pack containing 3 x 2m of any size £4.00

Available in 0.07mm 0.14mm, 0.2mm and 0.3mm diameter.

Conclusion

I am sure the Airliner steps will find a market for those who build 1/72 Airliners, as well as those looking for an accessory to place in the corner of a diorama. The coloured monofilament looks like a good idea and I will be trying it out in the very near future.

Scale Model Perfection have their own website where you can view the full range and place orders at www.scalemodelperfection.co.uk

SAMI

Chicken or Egg

EDUARD

Once again the modeller is confronted with a choice – to buy the accessories to match the kit, or to buy the kit because the accessories are available. This month Eduard have made two kits highly desirable, these being the Trumpeter Dauntless in 1/32, and the brand new Tamiya Storch in 1/48, and if you thought a kit that new wouldn't require much detail added, then think again, because Eduard have gone overboard.

Add to this the usual essential masks and miscellaneous colour etch and it all adds up to another great month from this manufacturer.

1/72

SM-82 Marsupiale Canopy Mask

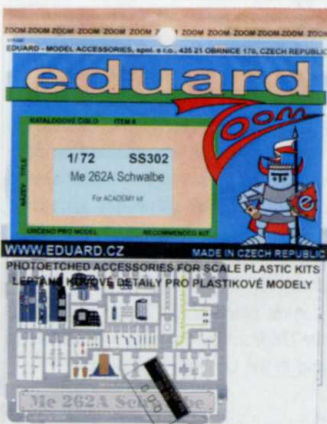
Product No: CX 204 Price: £3.70

Designed for: Italeri kit

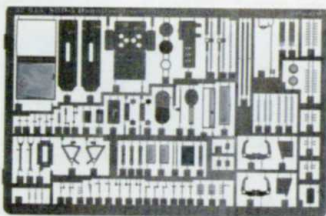
A-7 Corsair II Canopy Mask

Product No: CX 207 Price: £3.15

Designed for: HobbyBoss kit



Me 262A Product No: 73 302



SBD-5 Rear Interior Product No: 32 614

Me 262A Zoom set

Product No: SS 302 (Pre-paint) Price: £3.70

Designed for: Academy kit

Me 262A

Product No: 73 302 (Pre-paint) Price: £10.50

Designed for: Academy kit

1/48

H-21 Flying Banana Canopy Mask

Product No: EX 244 Price: £5.60

Designed for: Special Hobby kit

A6M5c Zero Canopy Mask

Product No: EX 245 Price: £3.15

Designed for: Hasegawa kit

F4F-4 Wildcat Canopy mask

Product No: EX 246 Price: £5.60

Designed for: HobbyBoss kit

Mirage IIIC Zoom Set

Product No: FE 396 (Pre-paint) Price: £4.99

Designed for: Eduard Weekend Edition kit

Fw 190A-5

Product No: FE 398 (Pre-paint) Price: £4.99

Designed for: Eduard Weekend Edition kit

Albatros D.V

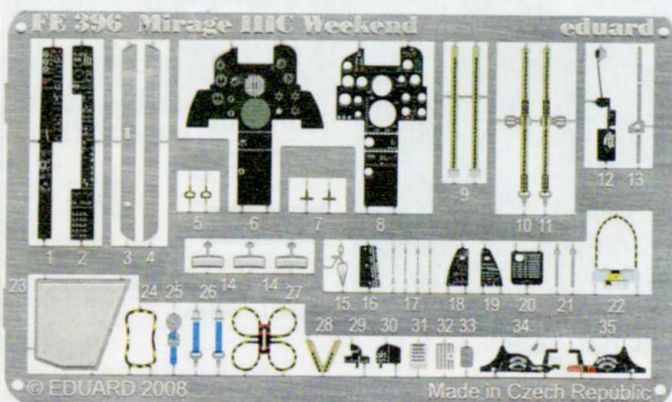
Product No: FE 401 (Pre-paint) Price: £4.99

Designed for: Eduard Weekend Edition kit

Fi 156C-5 Storch Interior Zoom

Product No: FE 408 (Pre-painted/Self Adhesive)

Designed for: Tamiya kit Price: £4.99



Mirage IIIC Zoom Set Product No: FE 396

A-10 Thunderbolt II Exterior

Product No: 48573 Price: £13.50

Designed for: HobbyBoss kit

Fi 156C-3/C Storch Exterior

Product No: 48581 Price: £10.50

Designed for: Tamiya kit

Fi 156C Ski

Product No: 48582 Price: £7.50

Designed for: Tamiya kit

Fi 156C-5 Storch Interior

Product No: 49 408 (Pre-painted/Self Adhesive)

Designed for: Tamiya kit Price: £11.75

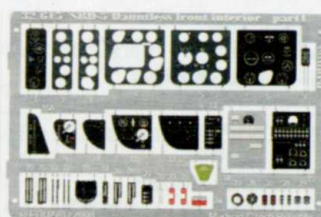
1/32

Schwalbe Canopy mask

Me 262B

Product No: JX 076 Price: £5.60

Designed for: Trumpeter kit



SBD-5 Front Interior Product No: 32 615

SBD-5 Dauntless Engine

Product No: 32 192 Price: £10.50

Designed for: Trumpeter kit

SBD-5 Dauntless Exterior

Product No: 32 199 Price: £10.50

Designed for: Trumpeter kit

SBD-5 Dauntless Rear Interior

Product No: 32 614 (Pre-painted/Self Adhesive)

Designed for: Trumpeter kit Price: £15.50

SBD-5 Dauntless Front Interior

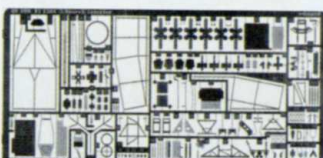
Product No: 32 615 (Pre-painted/Self Adhesive)

Designed for: Trumpeter kit Price: £13.50

If you haven't tried the colour etch from this source yet, then get some in now! In (almost) all the major scales they have something very special to offer.

UK importers are Hannants and LSA. In the US Squadron carry the range, but a look at the website at www.eduard.cz is always time well spent.

SAMI



Fi 156C-5 Interior Product No: 49 408

Exhaustive Detail

QUICKBOOST

At the start of 2007 if you wanted exquisite exhaust pipes for your models you had two choices – scratch build, or use very expensive and hard-to-find sets from a Russian manufacturer. Now many kits have been given the Quickboost treatment which add this very noticeable detail at a very reasonable price and should be a must have for anyone with the appropriate kit in the pending pile.

1/72

B-24D Liberator Engines

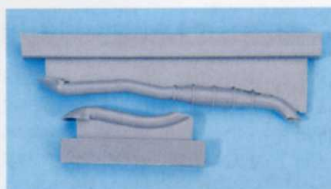
Product No: 72 140 Price: £5.25
Designed for: Hasegawa

B-24D Liberator Gun Barrels

Product No: 72 141 Price: £2.20
Designed for: Hasegawa



B-24D Liberator Engines



Wellington Mk. Ic Early Exhaust

F-15E Ejection Seats with safety belts

Product No: 72 142 Price: £3.49
Designed for: N/A

Su-27 Flanker Horizontal Stabilizers

Product No: 72 143 Price: £3.99
Designed for: Hasegawa

Wellington Mk I Exhaust

Product No: 72 144 Price: £2.99
Designed for: Trumpeter

P-400 Airacobra Exhaust

Product No: 72 145 Price: £2.20
Designed for: Academy

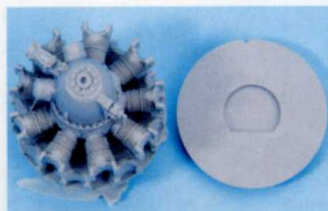
F-16 Fighting Falcon Undercarriage Covers

Product No: 72 146 Price: £2.99
Designed for: Hasegawa

1/48

Wellington Mk. Ic Early Exhaust

Product No: 48 164 Price: £3.99
Designed for: Trumpeter



F6F-3 Hellcat Engine

Universal Piston Rods I

Product No: 48 165 Price: £2.20
Designed for: N/A

P-400 Airacobra Gun Barrels

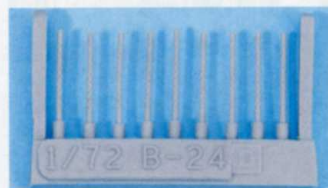
Product No: 48 166 Price: £2.99
Designed for: Hasegawa

Messerschmitt Bf 110C/D Exhaust

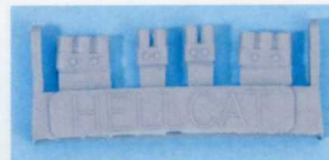
Product No: 48 167 Price: £2.99
Designed for: Fujimi

Messerschmitt Me 410 Exhaust

Product No: 48 168 Price: £2.99
Designed for: Monogram/Revell



B-24D Liberator Gun Barrels



F6F-3 Hellcat Exhaust

F6F-3 Hellcat Engine

Product No: 48 169 Price: £5.25
Designed for: Eduard

Bf 110C/D M.G. Drum Mags

Product No: 48 170 Price: £2.99
Designed for: Eduard

F6F-3 Hellcat Exhaust

Product No: 48 171 Price: £2.99
Designed for: Eduard

Conclusion

Quickboost continue to amaze me with the quality of their casting, especially when you look at the price tag. They also have a knack of choosing some really interesting subjects, from detailed engines through to correction sets and of course those exhaust pipes.

Quickboost products can be purchased from both LSA models and Hannants.

SAMI

Quick Off the Mark

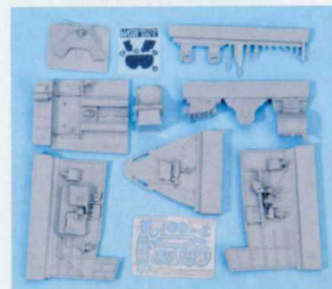
AIRES

Aires are not slow at producing updates for the latest kits, but this time they have managed to bring an update out for a kit that is not due to be released in Europe until after you read this! The kit is Tamiya's latest F-16 the Block 25/32

and Aires have produced a really nice update that includes all the differences from the previously issued Block 52. Still on the latest kits we also have two updates for the recently released Eduard Hellcat, and though the kit parts are excellent these sets add detail that can only be achieved using resin casting.



F-104G Starfighter Exhaust Nozzle



F6F-43 Hellcat Cockpit Set

1/72

F-14A Tomcat Exhaust Nozzles – opened

Product No: 7181 Price: £4.35
Designed for: Fujimi

F-16 Fighting Falcon Radome

Product No: 7182 Price: £4.50
Designed for: Revell

F/A-18A C/D Hornet Wheel Bay

Product No: 7183 Price: £5.50
Designed for: Hasegawa

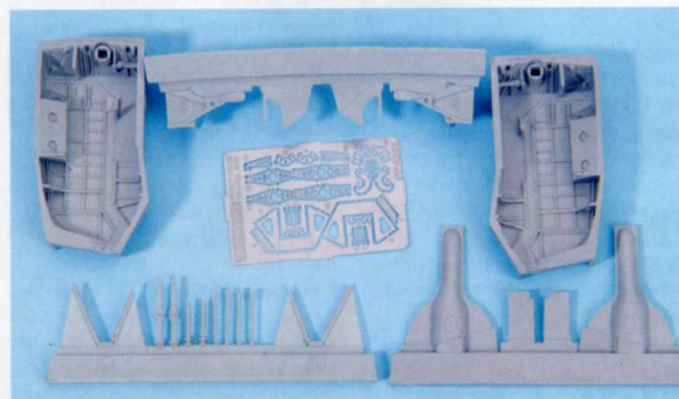
1/48

F6F-43 Hellcat Cockpit Set

Product No: 4356 Price: £7.35
Designed for: Eduard

F6F-3/5 Hellcat Wheel Bay

Product No: 4357 Price: £7.35
Designed for: Eduard



F6F-3/5 Hellcat Wheel Bay

F-16C Falcon Block 25/32 Cockpit Set

Product No: 4364 Price: £7.35
Designed for: Tamiya

1/32

Messerschmitt Bf 109K Cockpit set

Product No: 2044 Price: £11.10
Designed for: Hasegawa

F-104G Starfighter Exhaust Nozzle

Product No: 2075 Price: £7.30
Designed for: Revell

Conclusion

Although in the introduction I highlighted the resin sets for the latest

state-of-the-art kits that Aires have produced this month, my favourite from this batch is for a real golden oldie.

The 1/32 F-104 Starfighter from Hasegawa has been around for nearly 40 years and the simple 3-part exhaust set will really lift this kit into the 21st century – now all we need is a matching wheel well and cockpit set to produce a stunning model from a classic and cheap kit.

Aires products can be purchased in the UK from LSA Models and Hannants, and in the US from Squadron.

SAMI

Finnish Bombs

GALDECAL

The latest release from Galdecad is a set of various sizes of resin bombs for use with their Bristol Blenheim MK.1 conversion R72.02. This set supplies four of the following bombs, Psi.12.5 12.5KG, Psi.25 25Kg, Pmi.50 50KG and finally Pmi.100 100Kg.



A small instruction sheet gives you a guide to the correct colours for each size of bomb.

1/72

Tolfvan Bomb Set
Part No R72-05

Price £7.50

Conclusion

Yet again if Finnish aircraft is your thing Galdecad have provided an accessory that you will just have to purchase. Galdecad products can be purchased direct from the manufacturer via surface mail at 22 Gowanhill Gardens, Stirling, FK8 1SG or via Email at george@galdecad.supanet.come.

SAMI

Legs to Go

SCALE AIRCRAFT CONVERSIONS

If you have ever opened your travelling box at a model show and removed your latest pride and joy only to find out that it no longer has any legs then Scale Aircraft Conversions may have the answer for you. This manufacturer provides a range of white metal undercarriage legs that combine the detail of resin with the strength of metal. Even better, only a



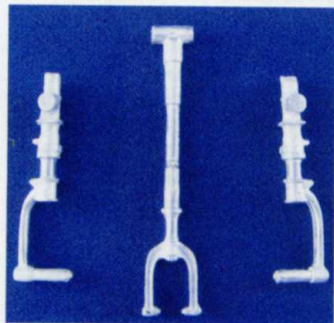
F/A-18E-F Landing Gear

small amount of cleaning up is required with a jewellers file to remove the pour stub before fitting to your model as a direct replacement for the kit parts.

1/48

EF 2000 Typhoon Landing Gear
Product No: 48004 Price: \$21.95
Designed for: Revell

F/A-18E-F Landing Gear
Product No: 48003 Price: \$18.95
Designed for: Hasegaw



P-39 Airacobra



EF 2000 Typhoon Landing Gear

1/32

P-39 Airacobra
Product No: 32016 Price: \$18.95
Designed for: Special Hobby

Conclusion

If you take your kits to model shows these replacement gear legs should be a compulsory addition, especially in the

larger scales.

Scale Aircraft Conversions products will be available to purchase in the UK from A2Zee models at www.a2zeemodels.com The manufacturers also have their own web site at www.scaleaircraftconversions.com

SAMI

True Grit

MDC

Sanding sticks seem to be in vogue at the moment with a number of different manufacturers producing them. Latest to enter the market are MDC who have supplied us with samples from their range. As is normal there is a selection of different grits from 100 which is very coarse and most suitable for removing casting blocks from resin parts, down to the very fine polishing blocks which are excellent for removing those pesky seam lines that manufacturers mould down the centre of canopies on modern types like the F-16 and F-15. Most of the sticks are double-sided with a different grit on each side.

Curved Stick
ZC100/180 Grit £1.50

Curved Stick
ZC120/180 Grit £1.50

Curved Stick
ZC240 Grit £1.50

The Edge Super Shiner
£3.20

Flat Medium Multi Pack
Contains 100/180/220 Grit £5.25

Large Stick Black
BS100/180 Grit £1.10

Large Stick Red
NR100 Grit £1.10

Large Stick
BS100/180 Grit £1.10

Large Stick Shape and Smooth
SS240/320 Grit £1.25

Large Stick Green
NG240 Grit £1.10

Large Stick Yellow
NG320 Grit £1.10

The next 3 sets use the same rectangular foam block with either 2, 3 or 4 surfaces covered with various grades of grit.



2 Way Polishing Block
£3.20

3 Way Polishing Block
£3.30

4 Way polishing Block
£2.99

Conclusion

Items can be purchased direct from MDC at www.modeldesignconstruction.com alternatively if you are visiting the capital most of the MDC range is now available from Hannants' London outpost.

SAMI

Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

Les Flics c'est Chic

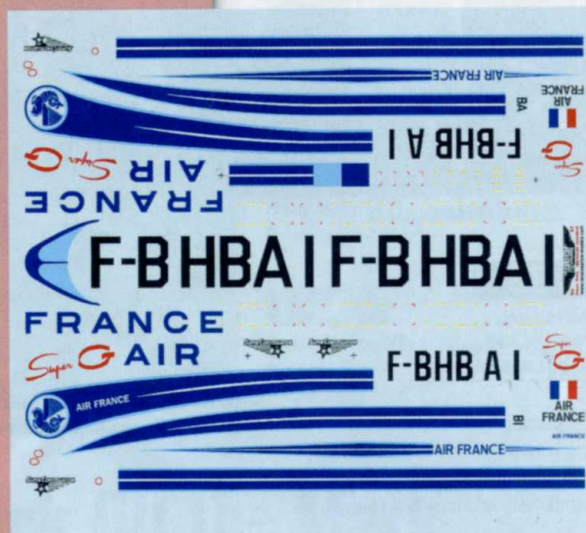
R-FLIGHT

The latest decals from R-Flight are all for French subjects including a scale-down of their 1/72 Air France Lockheed (Super G) Constellation to 1/144. The 1/35 Revell Eurocopter EC-145 gets some attractive Gendarmerie markings and finally one of my favourite aircraft, the T-33, gets the R-Flight treatment in both 1/72 and 1/48 scale.

1/144

RF144/001 Lockheed Super Constellation L-1049G 'Air France'

- 1. Lockheed 109G 82-98 No 4620 – F-BHBA, Orly 1960



RF144/001 Lockheed Super Constellation L-1049G 'Air France'

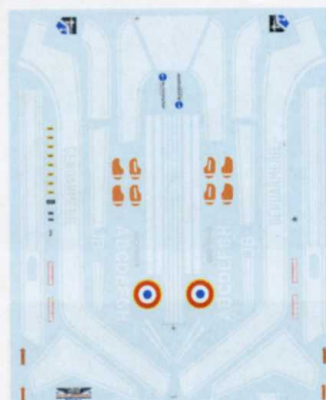
Only Tony

MDC

Two years ago MDC and Radu Brinzan joined forces to release the Ki-61 Tony. Last year Hasegawa released their injection moulded Tony and MDC then adapted their resin parts to fit the



RBK32001 IJA Type 3 Fighter Ki-61-I Hien



RF32/014 Eurocopter EC145 'Gendarmerie'

- 2. Lockheed 1049G 82-98 No 4634 F BHBI, Orly 1966
- Both aircraft are finished in the standard scheme of white top fuselage with the rest of the airframe in natural metal.

1/72

RF72/006 T-33 In French Service

All of these aircraft are in a natural metal finish with options 3, 4 and 5 displaying large areas of fluorescent red trim.

- 1. T-33 Tanguy et Laverdure, *L'ecole des Aigles*, 1959
- 2. *Ecole de Chasse de Meknes*, 1953
- 3. CIFAS 328, Bordeaux Merignac 1970.
- 4. GE 314, *Ecole de Chasse de Tours*, 1ère Escadre, 1977
- 5. CEVSV 338, Nancy 1973

1/48

RF48/033 In French Service

Exactly the same as above in 1/72.



RF72/006 T-33 In French Service

1/32

RF32/014 Eurocopter EC145 'Gendarmerie'

This sheet provides markings to produce one Eurocopter EC145 from the eight delivered to the French *Gendarmerie*. These aircraft are dark blue with large areas of white trim which is supplied on the decal sheet.

Conclusion

These decals are very well printed and the instructions, despite being totally in French, were still easy to follow. A plus on the EC-135 decals is the use of 13 colour photographs of the real aircraft to show the decal positions, which also shows a few extra details that you can add to your model from wire and scrap plastic – or alternatively you could also invest in the R-Flight brass set reviewed elsewhere in this issue.

R-Flight products are available in the UK, along with the rest of the Renaissance range, from www.littlecars.com

SAMI

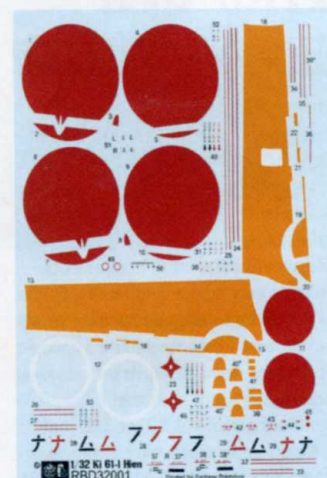
Hasegawa kit. Now they have also released the two decal sheets from their kit to supply alternative marking options and more complete stencilling than that currently available.

1/32

RBD32001 IJA Type 3 Fighter Ki-61-I Hien (Tony) Stencils and National Insignia

RBK32001 IJA Type 3 Fighter Ki-61-I Hien

- 1. Ki-61-I Hei '88' flown by Capt. Fuisuke Shouno, *Soyokaze-tai* February 1945, Chofu Airfield
- 2. Ki-61-I Hei '43' flown by Cpl. Yukio Ishioka, *Soyokaze-tai* 1945, Chofu Airfield
- 3. Ki-61-I Hei '295' flown by Captain Teruhiko Kobayashi, CO of 644th *Sentai*, January 1945, Chofu Airfield
- 4. Ki-61-I Hei '21' 2nd Chutai, 39th *Sentai* 1944
- 5. Ki-61-I Hei '15' flown by Cpl. Selichi Suzuko, *Mikazuke-tai*, 29 January 1945, Hamatsu Airfield



RBD32001 IJA Type 3 Fighter Ki-61-I Hien (Tony) Stencils and National Insignia

Conclusion

These decals can be purchased direct from MDC at www.modeldesignconstruction.com alternatively if you are visiting the capital most of the MDC range is now available from Hannant's London outpost.

SAMI

Ho for Hornets

PHOENIX AVIATION

Another new company this month all the way from Taiwan is Phoenix Aviation, and their first two sheets are sure to prove popular with large-scale US Navy fans.

Back in the days of the Phantom one of the most attractive schemes to be applied to a military aircraft was *Chippy-Ho* with its multi-coloured tail, large bird's head on the nose, and grasping claws on the undercarriage leg doors. In the mid 90s *Chippy-Ho* was reborn on a F-18C Hornet of VFA-195 and in 2004 we had an all-new scheme with the bird's head across the fin plus green, black and grey checks around the fuselage and large areas of green and black trim. Phoenix have reproduced this later scheme on two sheets, one for the Hornet in 2004 and the second with minor variations in 2007.

The decals are supplied on three large and two small sheets with a few images supplied as separate sections to insure perfect registration. Due to the curves of the Hornet fuselage some careful masking will be required to paint some of the trim colours, but the most complicated one on the tail is going to be straightforward as Phoenix provides a set of templates on the instructions which you can transfer on to frisk film or similar masking material.

1/32

PA32004 Chippy Ho III VFA-195 2004

- 1. F/A-18C Hornet, Bu No 164905, Codex 400.

PA32005 Chippy Ho III VFA-195 2007

- 1. F/A-18C Hornet, Bu No 164905, Codex 400.



PA32004 Chippy Ho III VFA-195 2004



PA32005 Chippy Ho III VFA-195 2007

Conclusion

I was really impressed with these sheets and as I have more Academy F-18s waiting in the wings, I can see one of these colourful birds appearing on my model shelf in the near future.

This range is distributed by Falcon Supplies Co of Hong Kong and they can be contacted via email at falcon@hk-hobby.com.hk or by telephone on (852) 2886 2290.

SAMI

Brought to Book

DUTCH PROFILE

The latest in Dutch Profiles combined book and decal sheet range has just been released and covers the TBM Avenger in Dutch service.

TBM Avenger

Author: Nico Geldhof and Luuk Boerman

Publisher Dutch Profile Price TBC

This book covers all of the TBM Avenger variants used by the Royal Netherlands Navy in this publisher's normal English/Dutch bilingual text.

The three Avenger types used by the Dutch were the TBM-3S strike variant, the TBM-3W2 Hunter variant with its large under fuselage radome and from the 1950s ex-Fleet Air Arm TBM-3E which was mainly used as target tug and for general duties. These types carried two schemes, the classic Extra Dark Sea Grey over Sky or overall glossy Sea Blue.

Though the text is informative it is the photographs that make this an ideal resource for the modeller with 64 photos both in black and white and colour that show everyday life with the Avenger, from operations off the deck of the Dutch carriers to TBMs that did not quite make it back on to the deck. The photographs are complemented by 11 colour profiles, mostly side views, but also a couple of four-views. The rear of the book includes a complete listing of the serial numbers and histories of the 98 Avengers used by the Dutch Navy and a small section for the modeller including a list of manufacturers who produce the conversion required to make the strike and hunter versions.

If you are looking for an alternative scheme for an Avenger this book may give you inspiration, and of course the decal sheets that are sold separately



will supply the markings for 1/72 and 1/48 models.

1/72

DDPS7072 TBM-Avenger Koninklijke Marine Luchtvaartdienst

This sheet supplies all you need to make any *Kon Marine* Avenger with enough national insignia for two aircraft. The black and white instruction sheet supplies detail markings for eight aircraft in both colour schemes; this includes two TBM-3Es that can be produced straight from the box without the need to attempt a conversion.

The aircraft that are featured on the instructions are:

- 1. TBM-3W2 Avenger P-119, 2 Sqn
- 2. TBM-3E2 Avenger U-32, 1 Sqn



DDPS7072 TBM-Avenger Koninklijke Marine Luchtvaartdienst

- 3. TBM-3S2 Avenger A-12, 2 Sqn
- 4. TBM-3W2 Avenger P-111, 2 Sqn
- 5. TBM-3E2 Avenger 070, 1 Sqn
- 6. TBM-3S2 Avenger 038, 2 Sqn
- 7. TBM-3W2 Avenger 057, 2 Sqn
- 8. TBM-3W2 Avenger 056, 2 Sqn

1/48

DDPS7048 TBM-Avenger Koninklijke Marine Luchtvaartdienst

This is identical to the sheet listed above.

Conclusion

I do like books that are tied in with decals as it makes it so much easier when you are inspired by a picture to reproduce it in model form, and the

books produced by Dutch Profile combine interesting aircraft with some of my favourite camouflage colours in the markings of a nation that is rarely reproduced in model form. My only quibble is that I wish they had also produced the decals in 1/32 scale for the Trumpeter kit, but then I am biased to that scale.

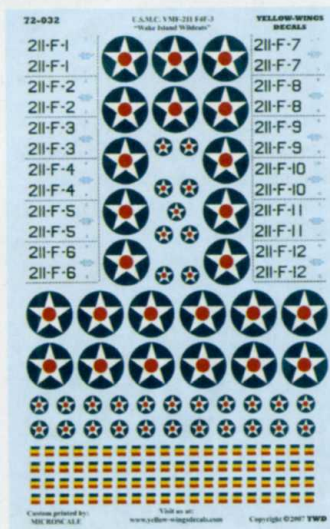
Dutch Profile's products can be purchased online from their website at www.dutchprofile.nl and also from Midlands Publications, Aviation Book Shop, Hannants and further afield Librairie de l'Escadron, rue de l'Escadron 1, 1040 Brussels, Belgium and laMaison du Livre-Avion, 75 Bd Mailes Herbes, 75008 Paris, France.

SAMI

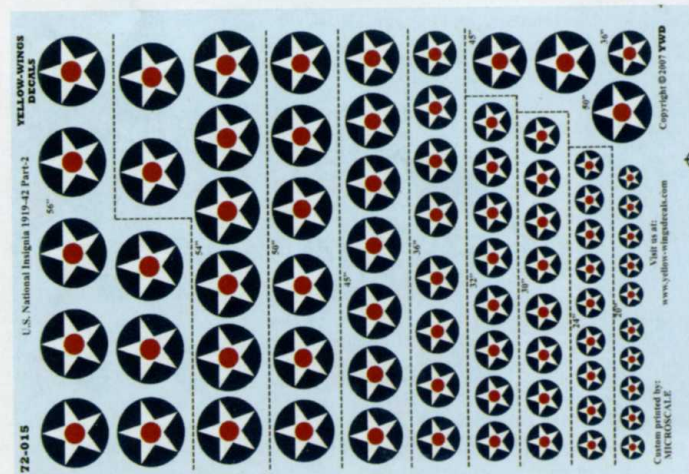
Stars and Bars

YELLOW WINGS

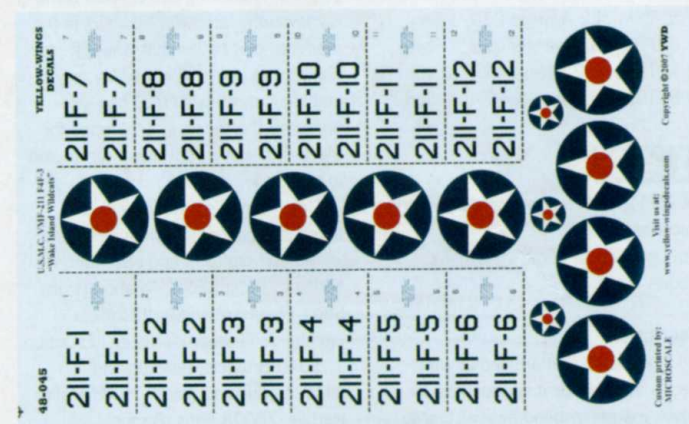
Yellow Wings this month have released seven new decal sheets, three of which are sets of National Insignia appropriate from 1919 to 1943 in 1/72, including a sheet for Operation Torch where a thick yellow surround was added to the existing national insignia. The other four sheets include markings for every Wildcat assigned to VMF-121 at Wake Island and Guadalcanal and enough



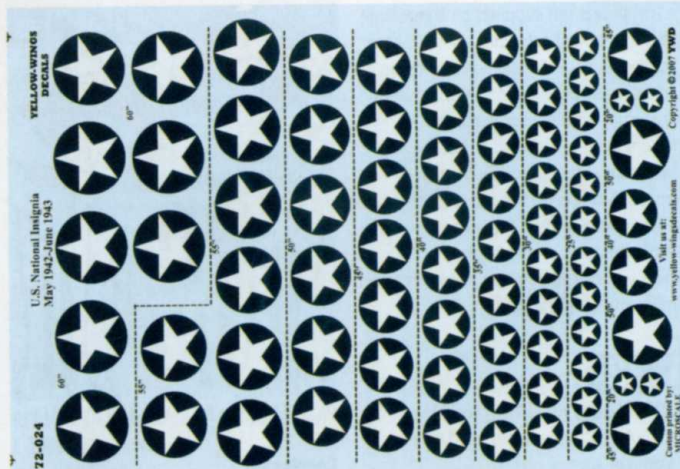
72-032 1941 USMC VMF-211 F4F-3 Wake Island Wildcats



72-015 Pre-WWII 1919-42 US National Insignia Part 2



48-045 1941 USMC VMF-211 F4F-3 Wake Island Wildcats



72-024 US National Insignia Part 3 June 1942-June 1943

decals are supplied to produce four aircraft.

1/72

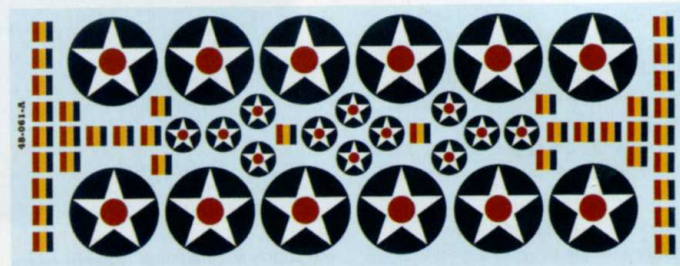
72-015 Pre-WWII 1919-42 US National Insignia Part 2

72-024 US National Insignia Part 3 June 1942-June 1943

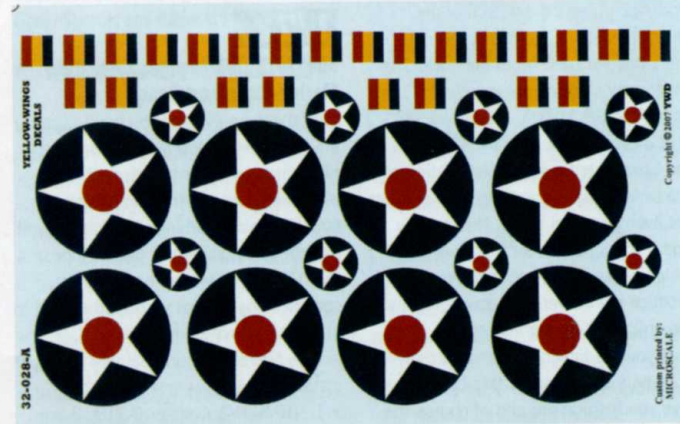
72-025 WW-II November 1942 US National Insignia Part 4 Operation Torch



72-025 WW-II November 1942 US National Insignia Part 4 Operation Torch



48-061 1941 USMC VMF-121 F4F-3 Headed for Guadalcanal



32-028 1941 USMC VMF-211 F4F-3 Wake Island Wildcats

72-032 1941 USMC VMF-211 F4F-3 Wake Island Wildcats

Decals are supplied to produce all 12 aircraft assigned to this squadron.

1/48

48-045 1941 USMC VMF-211 F4F-3 Wake Island Wildcats

Decals are supplied to produce all 12 aircraft assigned to this squadron.

48-061 1941 USMC VMF-121 F4F-3 Headed for Guadalcanal

This sheet enables to produce any of the 25 aircraft produced and delivered to Marine squadron VMF-121. This includes 7 spare aircraft.

1/32

32-028 1941 USMC VMF-211 F4F-3 Wake Island Wildcats

Decals are supplied to produce all 12 aircraft assigned to this squadron.

Conclusion

To say that Yellow Wings instructions are comprehensive is a bit of an understatement. These sheets should be purchased by anyone with an interest in the US Navy markings and camouflage as well as those who just want to build a beautifully marked kit.

For British modellers the full Yellow Wings range is now available from Hannants, while for other countries you can visit the website at www.yellow-wingsdecals.com.

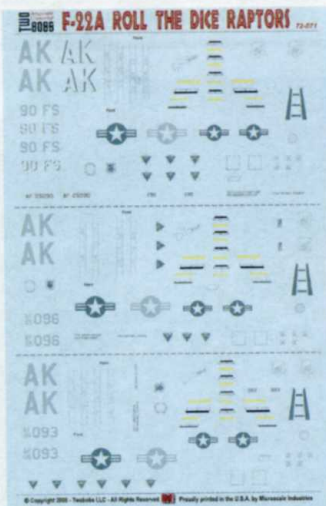
SAMI

TWOBOBS

All sets include full colour instructions with thumbnail photographs and the decals are beautifully printed by Microscale. Particular mention must be made of the artwork included on the A-10 sheet.

1/72

- 1. F-22 Raptor September 2007
Elmendorf AFB
- 2. F-22 Raptor September 2007
Elmendorf AFB

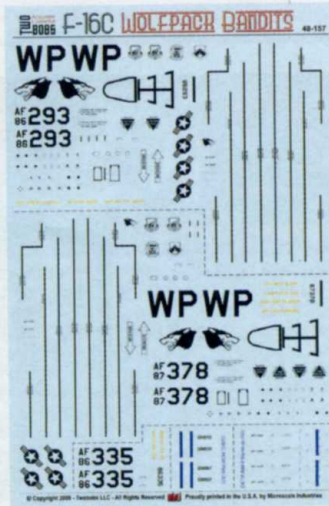


TB72-071 F-22A Roll the Dice Raptors

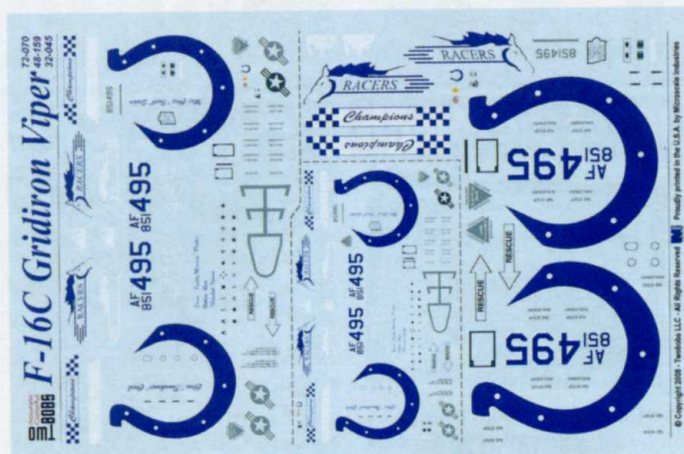
1/48

- 1. A-10A, 79-094, BD, *Old Man Mose*
- 2. A-10A, 79-095, BD, *Stupefying Jones*
- 3. A-10A, 79-120, BD, *Big Barnsmell*
- 4. A-10A, 79-145, BD, *Tiny Yokum*
- 5. A-10A, 79-150, BD, *Wolf Gal*
- 6. A-10A, 79-151, BD, *Cave Gal*
- 7. A-10A, 79-152, BD, *Pappy Yokum*
- 8. A-10A, 79-153, BD, *Marryin Sam*
- 9. A-10A, 79-154, BD, *Evil Eye Fleegle*
- 10. A-10A, 80-232, BD, *Hopefull Mudd*

- 1. F-16C Block 30 8th Fighter Wing
Kunsan AB Korea October 2007
- 2. F-16C Block 30 8th Fighter Wing
Kunsan AB Korea October 2007



TB48-157 F-16C Wolfpack Bandits



TB48-159 F-16C Gridiron Viper

- 1. F-16C Block 30 181st Fighter Wing Terre Haute, IN July 2007

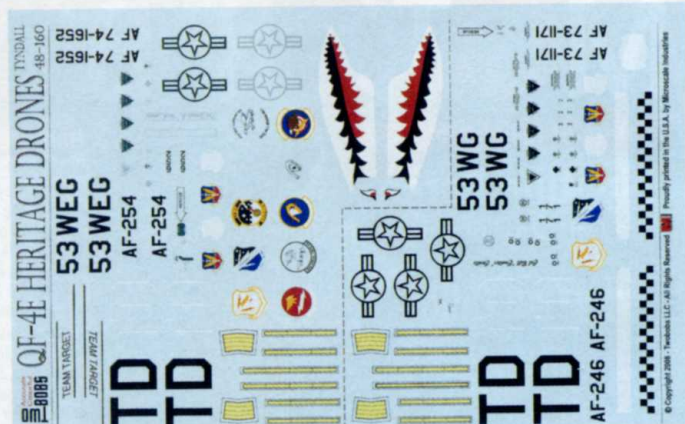
- 1. QF-4E, S/N 74-1652 53rd Weapons Evaluation Group May 2004
- 2. QF-4E, S/N 73-1171 53rd Weapons Evaluation Group March 2006

- 1. QF-4E, S/N 72-0162 82nd ATRS

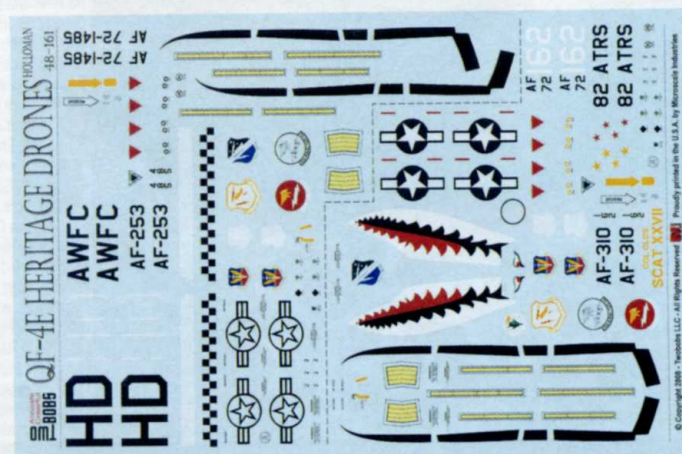
- 2. QF-4E, S/N 72-1485 82nd ATRS
March 2005
- 3. QF-4E, S/N 74-1626 82nd ATRS
December 2007

- 1. F/A-18E BuNo 166448 December 2007
- 2. F/A-18E BuNo 166439 December 2007

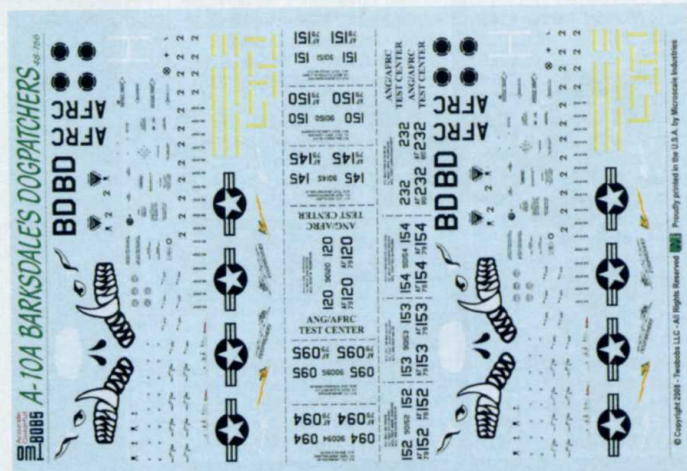
- 1. F/A-18D BuNo 165684 VMFA(AW)-225 Vikings February 2007



TB48-160 QF-4E Heritage Drones Tyndall



TB48-161 QF-4E Heritage Drones Holloman



TB48-156 A-10A Barksdale Dogpatchers

- 2. F/A-18 BuNo 163115 VX-30 Bloodhounds April 2007

TB48-164 F/A-18B Rough Raiders

- 1. F/A-18B BuNo 162850 VFA-125 Rough Raiders May 2005
- 2. F/A-18 BuNo 162876 VFA-125 Rough Raiders November 2005



TB48-163 F/A-18B/D Black Beauties VMFA(AW)-225; VX-30

Conclusion

Recently we have lost a number of decal manufacturers and Twobobs are now nearly alone in producing markings for the latest schemes applied to US subjects.

I particularly liked the OF-4 Heritage Drone sheet and the F-22 Raptor decals



TB48-164 F/A-18B Rough Raiders



TB48-163 F/A-18B/D Black Beauties VMFA(AW)-225; VX-30

in 1/72 which will be welcomed by those looking for alternative markings for the recent new-tool Revell kit.

Also a small plug for a new manufacturer – Two Mikes Resin will be producing a range of resin conversions and detail sets that will complement the Twobobs decal range and one of the first will be a conversion to produce the QF-4 Drone Phantoms, and this set will be needed if you wish to build the Heritage

Drone sheets featured this month as well as the F-4E/G Team Target sheet reviewed a few months ago.

Visit their website at www.twomikesresin.com for more details.

Twobobs products can be purchased in the UK from both branches of Hannants or online from www.twobobs.net

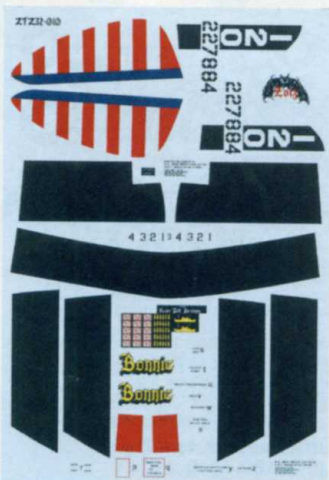
SAMI

Razor Flavours

ZOTZ

The release of the Hasegawa and Trumpeter P-47 kits in 1/32 has inspired Zotz to produce a range of sheets for the type. This month we have the first in the series concentrating on the early Razorback variants, which will soon be followed by sheets covering the Bubbletop Thunderbolts.

I really like Zotz decals as they normally choose schemes with attractive nose art and these sheets are no exception. The instructions are clear and concise giving all the information you need as well as clear colour profiles. All of the decals are perfectly printed but a special mention must be made about the female figures which are reproduced perfectly by using a different printing process from the rest of the sheet.



ZTZ-32/010 P-47 Razorback Thunderbolts of the PTO

1/32

ZTZ-32/010 P-47 Razorback Thunderbolts of the PTO

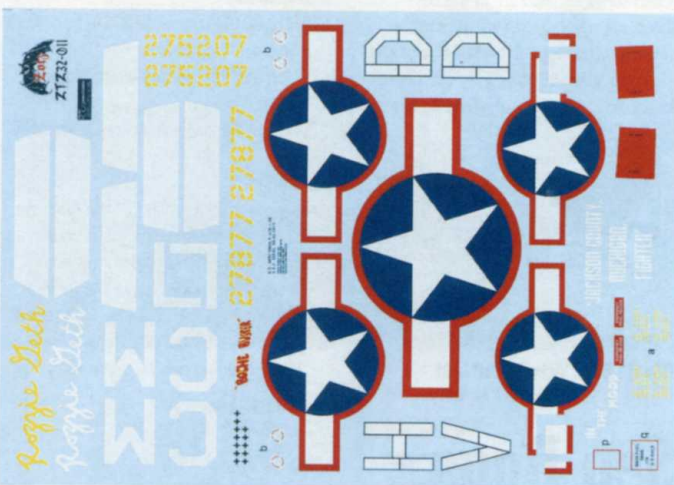
This set supplies four decal sheets which include all the specific markings for two schemes including wing stripes plus national insignia for both options. Major stencilling is supplied for one aircraft.

- 1. Bonnie, P-47D-23, Maj Bill Dunham, CO of the 460th FS/348th FG, Leyte, Philippines Dec 1944. This aircraft is in overall natural metal with black ID stripes on the wings, fuselage and tail; the rudder has pre-war retro-style US national markings. Finally we have an impressive scoreboard under the cockpit, plus the name on the cowl in yellow
- 2. Miss Mutt, P-47D-2, Lt Col D Rowland, CO 348th FG Port Moresby, New Guinea. This aircraft is in a camouflage scheme of Olive Drab over Neutral Grey with the whole of the tail section in white. On the port side cowl you have a female figure while on the sides of the fuselage you have the name Pride of Lodi Ohio in red and white. Under the cockpit there are five kill markings.

ZTZ-32/011 P-47 Razorback Thunderbolts of the ETO

This set supplies complete markings and national insignia for two aircraft and major stencilling for one. Both aircraft on this sheet are in Olive Drab over Neutral Grey with white tail stripes and cowl markings.

- 1. Rozzie Geth/ Boche Buster, P-47D-10 Lt F Christensen, 62nd



ZTZ-32/011 P-47 Razorback Thunderbolts of the ETO

- FS/56th FG, Halesworth, March 1944. Two different styles of nose art and lettering colours are supplied as the original colours are open to debate
- 2. In the Mood/Jackson County, Michigan Fighter, P-47D-1, Capt G Johnson, 61st FS/ 65th FG, Halesworth, Oct 1943. This aircraft has a reclining nude in front of the cockpit and the name Jackson County, Michigan Fighter on the port rear fuselage

Conclusion

Both of the new 1/32 kits need replacement decals so these sheets will be welcomed by many modellers who are looking for some attractive alternative schemes. The only down side is that Zotz decals tend to sell out very quickly so if you are interested in either sheet you should contact A2Zee Models on 01506 416444 or visit their website at www.a2zeemodels.co.uk who currently have both sheets in stock for £14.99.

SAMI



ZTZ-32/011 P-47 Razorback Thunderbolts of the ETO

Spanish Snakes

SERIES ESPANOLAS

The latest releases from Spanish Manufacturer Series Espanolas include Spanish Air Force F-18 Hornets and AH-1G Cobras from the Navy.

The F-18 sheet gives options in Low-Viz greys and will enable you to produce any standard scheme F-18A/B in service, including those that flew in Operations *Deny Flight* and *Deliberate Force*, and these aircraft feature mission scoreboards on the port nose.

The AH-1Gs are very interesting as I did not know that the Spanish Armada operated this single-engine attack helicopter, and the snake looks very

attractive in overall dark blue with colourful Navy wings on the side of the engine bay and the Yellow Red Spanish roundel on the nose and underside of the fuselage.

1/32

SE32-12 EF-18A/B Hornets of Ejercito Del Aire

This sheet enables you to produce any of the 49 Hornets delivered to the Spanish Air Force in Light and Dark Ghost Grey camouflage.

SE32-25 Bell AH-1G Cobra Armada Espanola Septima Escuadrilla

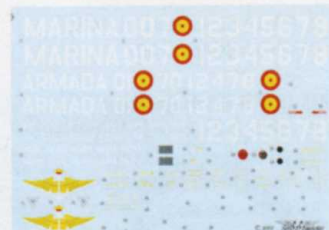


SE32-12 EF-18A/B Hornets of Ejercito Del Aire

This sheet enables you to produce any of the 11 Cobras in use with the Spanish Navy.

Conclusion

The quality of these decals is first class and the full colour instructions supply all the information you need to complete your model and although the examples



SE32-25 Bell AH-1G Cobra Armada Espanola Septima Escuadrilla

we have reviewed are in 1/32 sheets they are also available in 1/48 and 1/72.

If you have an interest in Spanish operated aircraft you should visit Series Espanolas website at www.series-espanolas.com where you can view their other sheets.

SAMI

Speedjack Liners

TWOSIX DECALS

We met up with Twosix decals at the Southern Expo at Hornchurch and he has passed us his latest sheets. This time we have three famous British aircraft in classic British schemes. Two are in the BEA Speedjack scheme with its attractive red wings and the other is for BOAC who flew one of the classiest liveries ever to take to the air. As is normal each sheet contains

markings for every aircraft that was marked in the scheme and this includes different divisions of BEA like Channel Islands, Scottish Airways and Cargo.

1/144

STS4413 BOAC Vickers VC10 1101

STS4420 BEA Speedjack Vickers Vanguard

STS4421 BEA Speedjack Vickers Viscount 800

Conclusion

These sheets are typical of the ones we receive from Twosix. The instructions supply a clear guide to painting and decalling your model while the decals are produced by the Fantasy Print shop so are to a very high standard.

The full range can be seen and

ordered from their website at www.twosixdecals.co.uk Future releases will include military markings for the 707 and the recent RAF anniversary scheme applied to an AWACS.

SAMI



STS4421 BEA Speedjack Vickers Viscount 800



STS4420 BEA Speedjack Vickers Vanguard



- 4. Corsair Mk IV KD386, 791 NAS, Sembawang 1945. Gloss Dark Sea Blue
- 5. Avenger Mk III JZ670, 707 NAS, RNAS Burscough 1945. Gloss Dark Sea Blue
- 6. Avenger Mk III KE461, 703 NAS, RNAS Ford 1946. Gloss Dark Sea Blue
- 7. Corsair Mk IV KD750, 1846 NAS, Capetown 1946. Gloss Dark Sea Blue
- 8. Seafire Mk XV PR497, 767 NAS, RNAS Milntown 1949. Temperate Sea Scheme
- 9. Hellcat Mk II JZ796, 808 NAS, Trincomalee 1945. Gloss Dark Sea Blue
- 10. Mosquito FB.Mk.6 TE711, 811 NAS, RNAS Ford 1946. Medium Sea Grey/Dark Green

This is a remarkable product. The instructions give paint and kit references, as well as notes on what alterations need to be done where necessary. Paint

reference are in BS and FS numbers, as well as five major brands. Nothing is left to chance. Highly recommended. Prices are £9.00 (1/72) and £13.00 (1/48).

All Freightdog products are available via the website at www.freightdogmodels.co.uk

SAMI

Sea Dogs

FREIGHTDOG

A very nice new release in both 1/48 and 1/72 from Freightdog that panders to fans of the FAA, while continuing the immediate post-war theme. With typical thoroughness, the Hellcat decals are designed to fit the Eduard kit, with all research done by the reliable and well-informed Tony o'Toole. Sources are cited down to the page number, and prospective purchasers can be sure of getting an authoritative product, that will also act as a work of reference.

The instructions are packed with information, and are in the form of a full colour 12-page A5 booklet.

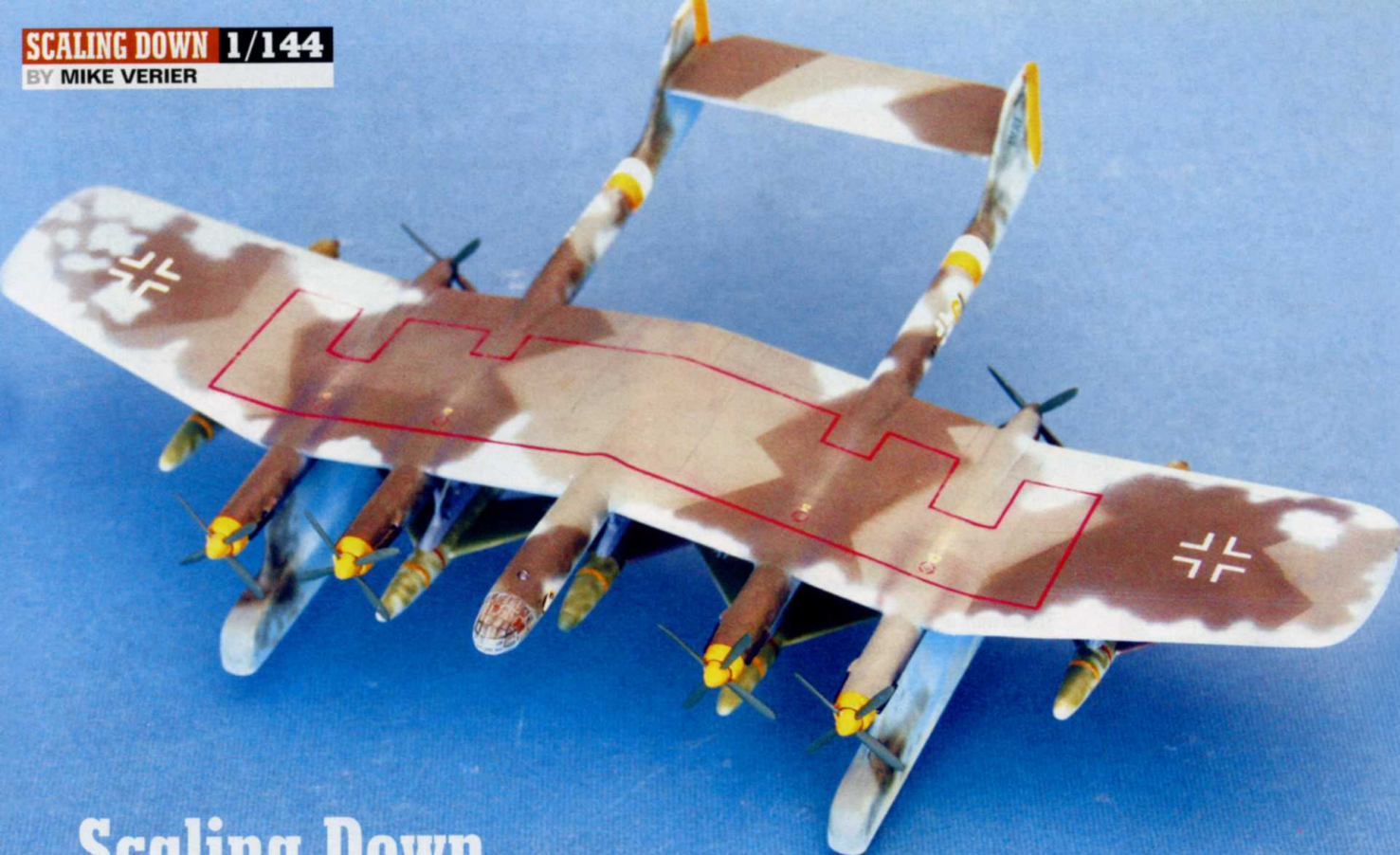
1/72 & 1/48

Brits at Sea Pt 1 Immediate Post-War FAA

- 1. Wildcat Mk VI JV851, 794 NAS, RNAS Eglinton, 1945. Gloss Dark Sea Blue



- 2. Hellcat Mk II JZ931, 800 NAS, Trincomalee 1945. Gloss Dark Sea Blue
- 3. Seafire Mk III NN452, HMS *Indefatigable*, 1945. Natural Metal Finish



Scaling Down

Daimler-Benz 'Projekt B'

A subject for which the word 'esoteric' is something of an understatement:

On the other side of the world The Japanese had considered the same problem, they had used the jet stream to carry bomb-laden balloons to the target, and eventually built a submarine aircraft carrier. In Germany they came at it from a different perspective. They wanted to put much larger amounts of explosive on the US homeland – 30,000kg at a time in fact. Across the Reich drawing boards positively hummed with ideas and concepts to achieve this.

Cue Wagner

The original vision, Cue Wagner, doubtless foresaw the 54m span behemoth traversing vast ocean reaches to hurl thunderbolts against America like some avenging albatross, and borders on the bizarre at first sight. On closer examination the Daimler-Benz projects nevertheless prove, in concept at least, to be ahead of their time.

In reality the designers had come up with a cruise missile carrier. The inconvenient fact that the necessary

guidance, navigational and targeting technology had yet to be invented was simply sidestepped by using human pilots. Evoking the Japanese tradition of the heroic one-way mission was simply cold logic – it would also keep the lumbering carrier aircraft beyond the range of shore-based fighters. As we know to our cost today, volunteers would not be impossible to find.

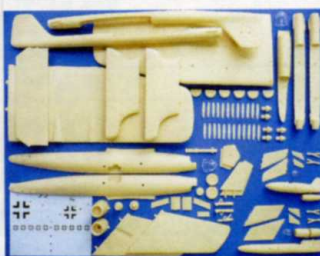
Surviving evidence suggests that all design effort was focussed on the vehicles and there remained a large number of operational issues both practical and physiological that would have needed addressing. Notwithstanding a surprisingly elegant flying wing design did emerge, rather spoiled by a huge spatted undercarriage, although exactly how much runway it would have needed, or how it would have handled in a crosswind is perhaps best left to speculation.

Anigrand's model represents 'Projekt B' a logical and rather more likely-to-have-succeeded development of the original concept. It featured a gull-wing centre section which allowed greater ground clearance for the suspended aircraft. It also reverted to piston power, although it was designed to accept turbo-props at some future point. This was entirely logical as the jet engines



Daimler-Benz 'Projekt B'

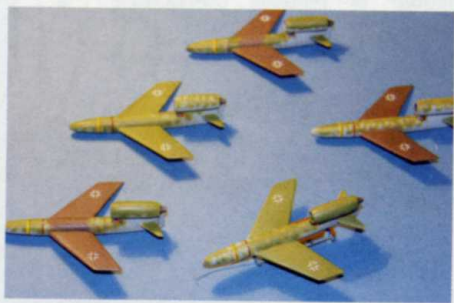
Scale: 1/144 Kit No: AA4001
Price: £42.85 Type: Resin
Manufacturer: Anigrand Craftworks
UK Importer: Hannants
US Importer: Nostalgic Plastic



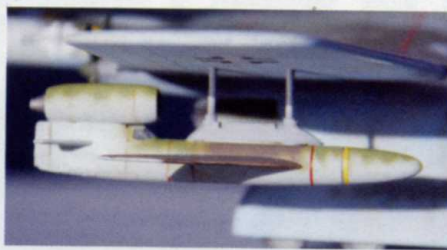
Project F on its handling trolley. Not a comfortable ride for the pilot underneath that engine pod – although presumably by the time the carrier aircraft had reached its launching point he would have been past caring!

envisaged for the A model had, at the time, a life expectancy shorter than the time needed to cross the Atlantic!

This version had five hard points and various options were studied including a single large bomber, or somewhat less conventionally, two different types of attack weapons. The P310256-05 High Speed Bomber Project had a conventional undercarriage, so was



The five 'missiles.' Paint schemes are deliberately different to suggest a widely disbursed manufacturing capability



A closer look at the Project F aircraft suspended on its inverted Airfix Ju 88 pylon. Now you know why you keep all those enormous boxes of old plastic lying



Typical late war colours were applied to the 'parasites'

presumably intended to return, and was laid out like the He 162 with a single (and unfeasibly large for the day) podded jet engine 'midships.

The smaller aircraft offered are 'Project F,' a type that looks like a manned V1 with sweepback, or a smaller airframe, and 'Project E,' conventionally designed save for a single engine pod slung under the tail, presumably to counterbalance the warhead in the nose. Some references confuse the purpose of these aircraft and describe them as bombers or fighters, neither of which is entirely accurate. It also appears that Project F envisaged six aircraft carried, two being 'stacked' under the centre section. Anigrand provide the bomber and five each of the two manned attack types.



The alternative Project E design, seen here on the same ground handling trolley as Project F. A happy accident – or an engineers intuition?



The high speed bomber kit included as an 'extra' by Anigrand

The Model

The Model comes in Anigrand's usual stout box packed in various sectioned plastic bags. No problem with the big bits, but all the small and fragile ones are in one bag and prone to breakage. That said the quality of casting and resin is excellent, and although there are some air bubbles apparent considerable thought has gone into keeping the casting blocks to a minimum.

Clear resin is used for the transparencies. Not brilliant, but probably better than vacform. Dipping them in Klear (Future) before use helped a bit, but they remain however somewhat short of crystal and the minimal cockpit detail is therefore perfectly acceptable. The advantage resin has over vacform is that it can be fettled, in which case I would have preferred, in the case of the carrier and the bomber especially, to have seen a

section of fuselage included (like Minicraft) to make blending in easier.

On the other hand I really appreciate the provision of good positive locating pegs so that the major components produce a firm assembly. This means that primary construction can proceed quite quickly as clean-up and preparation are minimal. The most time was spent opening up intakes and deepening the indentations that need to accept the prop shafts later on. The box top illustration, which seems to be the same artwork that appears in *Secret Projects*, shows a plethora of gun positions on wings, fuselage and spats that are not included in the model. I suspect these are conjecture on the part of the artist as they would have very limited fields of fire and usefulness in reality as the carrier would have stayed well off shore and would have been very unlucky to be intercepted. I did,

however, reason that long over-ocean flights would require navigational assistance so I drilled aft of the cockpit and added an astrodome for a third crewmember. Similarly I made provision for a pitot and an aft-facing periscope beneath the cockpit.

Once the airframe was complete I drilled through from the top of the wing into the spats and outer engine nacelles. A brass peg was then superglued in for added strength, the resultant circular fills becoming fuel tank access panels (yes, I know they should be oval but hey, life's too short).

Whilst this was setting I made a start on the bomber and the attack aircraft. The bomber is big. The fuselage is reminiscent of, and similar in size to, a Lockheed Constellation). Two halves are

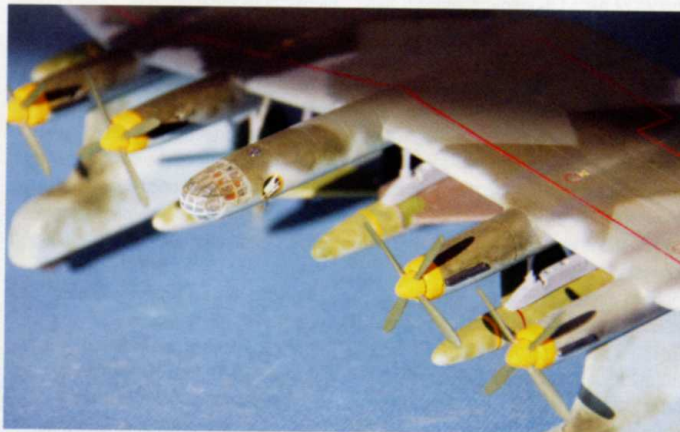
split conventionally, into which plug the wings and tail assembly. The engine pod, which is massive, comes as front and rear halves with inserts for the intake and tail cones. These are a boon as it makes painting much easier. Unable to resist a spot of whimsy I added a two-gun tail barbette whilst I was working on the fuselage.

The small aircraft each come as a one-piece fuselage with separate wings, tailplanes and engine pod. Take care not to get the wing halves mixed as they are handed. The tail surfaces have a tiny contact area so I drilled and used a brass peg to ensure that they would stay on.

I initially assembled one of each so that a decision could be made as to which one looked best. This led to me wondering how they were handled on the ground. Again, using the similarity with the V1 as a starting point, I knocked up a ground dolly from strip. The longer 'Project F' bird fitted fine but with the centre of gravity so far aft I had to add a tail support. To my delight I then discovered that the Project E aircraft fits perfectly the other way round, its nose supported by the same bar. So now I know!

Colour schemes

This is of course pure conjecture. The instructions offer standard 70/71 splinter over 65 blue – perfectly possible but very boring. I felt that if the aircraft was ever to reach operations it would spend most of its life over the vast wastes of the North Atlantic. Thus the factory scheme would need modifying to a more



The addition of a radome to the model seemed logical. The beauty of a project like this is the scope it offers for conjecture and improvisation

'maritime' appearance. I also considered likely operators. KG 53 would seem to be good candidates due to their experience air-launching V1s. Others would likely be He 177 units equipped with Hs 213 and Fritz X weapons, both precursors to the type of operation envisaged.

Drawing on this, my scenario is the factory 70/71/65 scheme, now a little battered and faded, over painted with patches of 76 blue/grey in an effort to break up the outline for overwater operations. There is plenty of precedent for this, especially amongst the Ju 88 and He 177 community. I stayed with yellow rudders and cowlings as suggested by Anigrand, but decided that a new theatre band would be needed on the tail booms as the intended area of operations was another continent. Reasoning that this machine, with a range in excess of 7,000 miles, could reach all of the Luftwaffe's fronts I surmised that a white and yellow band would indicate its strategic capability.

Markings provided are limited to national insignia so all the lettering,

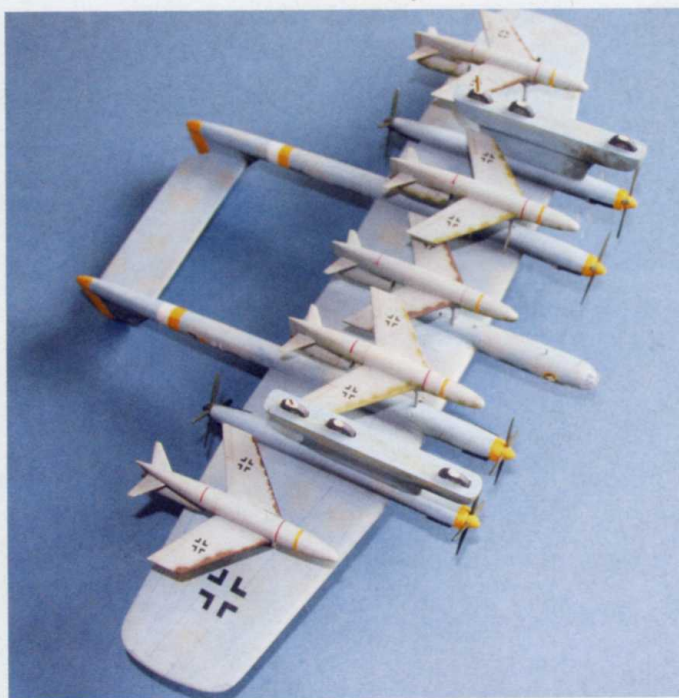


Underside views of the two 'parasite' designs

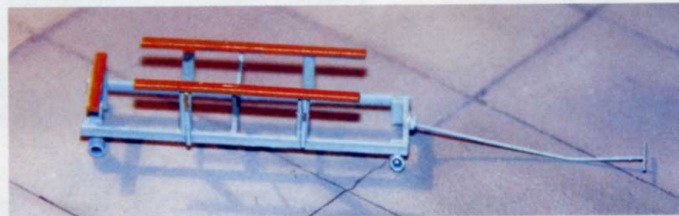
KG 53 badge, and ancillary markings came from the spares box. The walkway stripe was produced by masking previously sprayed red with .05mm tape - thank you Little Cars - the most useful stuff I've found in years.

Wishing to ring the changes a bit I decided the bomber should be a little more 'late war' in appearance so the fuselage and underwing is various shades of Alclad aluminium with 76 leading edge and control surfaces. The upper wings, fuselage and tailplanes have a splinter in 81/83. I used the kit decals for the national insignia, the Versuch number coming from the spares box.

Finally the small aircraft are overall 76 with plan view in various combinations of 81/83 painted to suggest dispersed production. As manned aircraft they would have national insignia, which the kit provides. There may be some doubt about this, but my understanding is that 'expendable' airframes (such as the V1) did not carry insignia only partly because they were regarded as a round of ammunition. More importantly it also denied an enemy the propaganda



The underside showing the location of the 'weaponsload'



The scratchbuilt ground handling trolley, just awaiting a 1/144 Kettenkrad to pull it away

opportunity of photographing 'crashed Nazi aircraft'...hmmm...

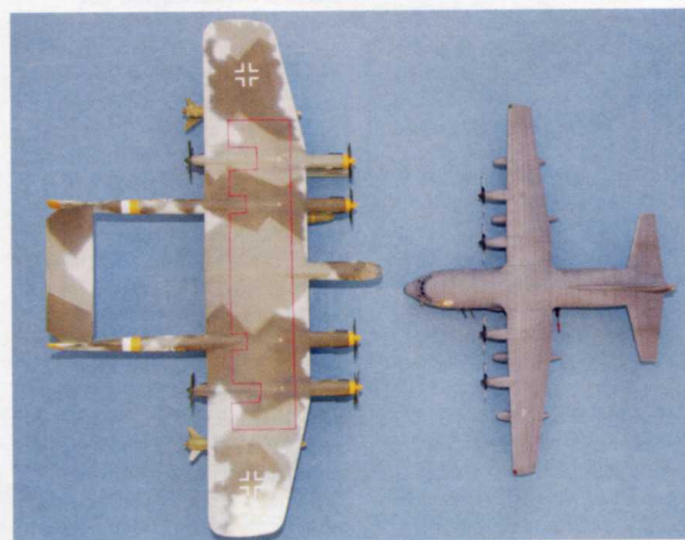
Final Assembly and an Old Adage

Final assembly sees the worst part of the build - endless individual propeller blades! I understand the limitations of resin but there must be a better way, as even with the aid of a homemade jig I nearly lost the will to live! Eventually, however, I had five small aircraft, their supports and six sets of propellers ready to bring together. Trial fit of the undercarriage wheels had revealed a tendency to tail-sit and with nowhere to add weight (no voids) centre of gravity was going to be critical. No problem I thought...

There is a truism that holds for most industries including mine (yes, I have a day job) that roughly runs 'check twice, cut once.' The kit provides two 'Y' shaped supports for each small aircraft. Appropriate holes to receive these, one on the aircraft, two on the carrier, are crisply cast, and I'd even offered up a support and consequently drilled out a little more on the carrier.

I realise this seems obvious now - but not until I had fixed the supports into the first aircraft and offered it up to the carrier did I discover that the two sets of holes didn't line up... or allow clearance between wingtips and that massive undercarriage... or the top of the engine pods and the ailerons... Ahh... right...

A short consideration quickly showed the answer to be a beam that would span the wider spaced holes in the suspended aircraft, thus avoiding lots of redrilling. I was quite prepared to construct one from stock strip when a rummage through the spares box produce some bomb carriers from old Airfix Ju 88s. Bingo! When the piece was inverted the moulded pegs were exactly the right spacing for my little aeroplanes, all I had to do was drill two holes inboard to accept the Y supports -



The Projekt in all its glory - dwarfing a Minicraft C-130 Gunship

and they look much more convincing than just a flat beam - Result!

I wish I could report that the ensuing assembly was quick and easy, but suffice that eventually all five aircraft were hung. Main problem was moving the inboard pair so that their wingtips didn't foul the undercarriage - this involved making the inboard arm of each Y longer using brass rod and, I will confess, rather more error than trial.

Some touching up was required after this and finally the propellers went on. The whole thing remains a tail-sitter so the very last job was to drill through the aft set of wheels and use brass rod to peg the monster to a temporary base pending eventual display.

Conclusion

Slightly to my surprise this strange machine proved fascinating to build. This was greatly helped by the excellent quality of the casting, and the well-engineered breakdown of the components. In such a well presented model it is a shame that decals are not more than just national insignia (including those very irritating two-part swastikas). I actually think that these models represent extremely good value for money, very unusual and fascinating subjects, high quality and hand made. I've already got my YB-49 and it too is lovely. Now Anigrand, how about that 1/144 Martin SeaMaster?

SAMI

References:

- German Secret Projects (strategic bombers 1935-1945) : Midland Counties Publications
- Secret German projects of 1945 (Air Ministry report 1946): Toros Publications
- Luftwaffe 1946: Wydawnictwo Militaria

** Toad Resin kitted the machine as a 'Daimler Benz Project A' in 1/72. The kit was released in 1996 and retailed at £195.99. Any readers with completed models are invited to send a review and images to 'Feedback' - Editor*

Modellers Profile

Messerschmitt Bf 108

No 10



Bf 108B-1 D-IHDD. Isle of Man racing aircraft, 1937. RLM 24 overall. Available in 1/48 on Techmod sheet #48062

in association with

HobbyLink
Japan

Storm in a Teacup

Messerschmitt Bf 108 Taifun

by Jack Trent

If the bestowing of a name upon an aircraft could endue the machine in proportion with destructive potential, then surely the diminutive Bf 108 would have outclassed its famous successor, and gone on to win plaudits on all fronts during the Great World Conflict. *Taifun*, it was called. *Typhoon*, a nickname given following a record flight by female aviator Elly Beinhorn from Gleiwitz to Istanbul and back in an aircraft of that name on 13 August 1935, when she flew the 3,570 km round trip in only 13.5 hours.

The original conception of the aircraft was for a four-seat touring aircraft to compete in the Round Europe Challenge in 1934. The Bayerische Flugzeug Werke was one of the companies awarded a development contract, and the aircraft was developed in barely seven months. It was a single-engine low-wing aircraft manufactured in light-weight metal with retractable landing gear.

The first prototype of the Bf 108A took to the air on 28 July 1934, and shortly took part in the famous FAI International Tourist Plane competition, where it occupied both 4th and 5th positions after the overall technical trials – scoring most heavily in the fuel consumption and short landing fields. Minimal speed and short take-off also saw it highly placed, with a take-off of 78.3metres and a minimal speed of 57.67 km/h. It was these traits that ensured it an important role in the adventures that were to follow, and ultimately made it one of the most widely used light aircraft in the wartime Luftwaffe.

Following the technical trials, the aircraft went on to win both the race

itself, with an average speed of 215.33km/h and the maximum speed trial, with a top speed of 291 km/h. By the standards of the age, the new tourer was clearly a machine of some potential.

The Luftwaffe selected the Bf 108 as a new liaison aircraft in 1936, and the aircraft went into mass production, following some modifications, as the Bf 108B-1 at the Augsburg factory. Further civilian and racing usage followed, and while its Luftwaffe service was stolid and unspectacular, it was as a light touring aircraft and a cross-country racer that the Taifun had its finest hour.

Throughout 1940/41, Messerschmitt carried out further work on the aircraft to develop the Bf 108D-1. By this stage of the war all production was geared towards the military, and the updated machine was configured solely for this role, with the addition of a variable-pitch propeller as standard, a more powerful onboard electrical system, and a modified vertical fin. In 1938 Bayerische Flugzeugwerke had changed its name to Messerschmitt Flugzeugbau GmbH, as a consequence of which all subsequent Messerschmitt designs and aircraft received an 'Me' prefix instead the Bf previously used. Production had, by this point in time, been moved from Augsburg to a Regensburg, Bavaria and then in 1942 another move was made to the captured Societe Nationale de Constructions Aeronautiques du Nord (SNCAN) at Les Mureaux, near Paris.

The aircraft saw service in all theatres of WW2, and its record was useful, if unremarkable. Perhaps its most notorious – if not exactly its finest – feat was to initiate the Mechelen Incident in January 1940, when Major Erich Hoenmanns crash landed his Taifun in Belgium, unaware that his passenger, Major Helmuth Reinberger, was carrying



the plans for *Fall Gelb*, the invasion of the Low Countries. By the end of the war well over 800 of all variants had been produced, both in Germany and France. Most of these were Bf 108Bs, and the type had developed little further beyond the D-1. A planned Me 208 reached the prototype stage, with two aircraft being constructed, and this was essentially a Taifun with a retractable tricycle undercarriage. The project progressed no further before the war's end, with one of the prototypes destroyed in an air raid, and the other surviving hostilities. The Taifun can also claim to have been the basis for the better-known Bf 109. By all accounts, following the award of a contract for a new fighter to Messerschmitt in 1934, the Bf 108 plans were simply converted to a single-seat configuration, with the pilot relocated to where the original rear seat would have been, a narrower fuselage, armament, and a V12 engine at the sharp end.

Production continued in France after the war as the Nord 1001 *Pingouin* I (Penguin). These were made using left-over German airframes with a French-built, six cylinder, 233 hp Renault 6Q-11 engine installed. SNCAN constructed completely new builds as the Nord 1002 *Pingouin* II for the French military. The surviving Me 208, redesignated the Nord 1100 *Noralpha*, was developed into the

Nord 1101 *Ramier* I and Nord 1102 *Ramier* II, which types also saw service with the French armed forces.

The Bf 108's export potential was impressive, and the aircraft saw service in Bulgaria, China, France, Japan and Yugoslavia, and even the United States operated one machine in 1939 as the XC-44. Many captured aircraft saw postwar use by the victors, and this included Poland, France and the Soviet Union. The aircraft has also enjoyed a film career, masquerading as Bf 109s in 633 Squadron and *Von Ryan's Express* – although these may have been French-built *Pingouins*.

This, then, was the Bf 108. An excellent machine of its type, one that served both long and well in its intended role, and a basic design that succeeded in pretty much everything it did. Liaison, communications, air-ambulance, racer and touring aircraft – many would agree that this, not the Bf 109, was Messerschmitt's finest work.

SAMI

General Characteristics

Length:	8.3 m (27 ft 2 in)
Wingspan:	10.5 m (34 ft 5 in)
Height:	2.3 m (7 ft 6 in)
Wing area:	16 m ² (172 ft ²)
Empty weight:	860 kg (1,887 lb)
Loaded weight:	1,400 kg (3,087 lb)

The Good Book – Messerschmitt Bf 108



The Eduard Bf 108 *Taifun* features 89 khaki coloured injection moulded plastic parts, 2 incredibly clearly moulded transparencies, one decal sheet, one sheet of Eduard canopy masks and a very nice set of assembly/painting instructions. The plastic parts are crisply printed with delicate recessed panel lines.

The Etched detail set includes full interior and exterior parts, and this set like the injected kit is up to Eduard's high standards of accuracy and detail.

The instructions include a separate sheet for applying the canopy masks, and provide painting instructions at every step. These paint references are given in a chart that lists numerous cross references for the given colour.

The overall impression of the Eduard kit is of a high quality product, as can be expected from this manufacturer.

Construction

The cockpit is the first area to be tackled. The basic kit already has a high level of detail and a good representation can be made straight

from the box, however, the etched set offers seat belts, instrument panel with a printed instrument sheet, rudder pedals and a myriad of other small parts that fit around the canopy and cockpit in general. Eduard have now issued a pre-painted set as well, which will make super-detailing the cabin interior even easier.

The cockpit has a choice of two interiors, either with a full-width rear seat or with an auxiliary fuel tank occupying part of the cabin. The former was chosen purely on the

basis of the finished version of the *Taifun* I had opted to portray.

The etched seat belts are works of art on their own, as each seat set is made up from some 14 separate parts, some of which are so small they almost disappear when cut from the main etched fret. They are, however, extremely impressive once made up, and unlike on many kits they can be seen quite clearly through that crystal clear canopy.

There are two separate sidewalls to the cockpit. Each has nice raised detail, some of which is removed to be replaced with etched.



Messerschmitt Bf 108

Scale: 1/48 Kit No: 8052

Price: £7.50

Type: Injection Moulded Plastic

Manufacturer: Eduard

UK Importer: Hannants

US Importer: Squadron

Also Used:

Eduard 48 392 Bf-108 *Taifun* Etched detail set

Techmod 48062 Decals



The instrument panel supplied with the kit can either be painted and then detailed or can be covered by a decal. The etched set provides two different instrument panels and printed instrument sheets, but as hard as I tried I could not find interior shots of the Taifun so that I could distinguish between the two. No doubt the info is out there somewhere, it just eluded me.

All the cockpit parts were pre-painted before assembling, and really benefit from careful painting and detailing



aircraft to show through the white on the Techmod decals but this was not the case. The colour registration and clarity is excellent and complements the Eduard kit perfectly.

Conclusion

The combination of the Eduard kit and etched set and the Techmod decals result in a cracking model of the Bf 108. The Eduard mouldings are superb with crisp clean parts that assemble with accuracy so that filler is not really needed. The level of detail in the standard kit is really

Colour Options

Because the fit of the parts was so good no extra filler was needed after an initial coat of primer. I had a copy of Techmod's sheet 48062, which covers three aircraft. The kit also includes two, but I was looking for something a little less run-of-the-mill. The option chosen was for an aircraft in the Isle of Man Air Rally Markings from 1937, coloured RLM 24 Dunkelblau, for which I used Xtracolor X218.

Apart from two black wingwalk bands and the Aluminium cockpit frames, this was the only colour that needed to be applied. The Xtracolor paint needs at least 24 hours to dry, and even then it was still slightly tacky, so I left it well alone for another 8 hours before handling the model.

I was expecting the blue of the



very good and is enhanced considerably by the etched set.

This was a thoroughly enjoyable project to build, made easier by the quality of the kit. It is one of those models that, like a good book, I found difficult to put down.

by Andy McCabe

SAMI

because as mentioned previously everything can clearly be seen through the canopy later on. I was really impressed with this kit even this early in the build, the level of detail is amazing, even without the extra etched set.

With the cockpit assembled I moved on to the engine. This is another detailed assembly that will benefit from careful building and painting. The downside is that once inserted into the fuselage none of it can be seen unless you portray the aircraft with the cowl open.

The fuselage halves were joined together without the need for filler as the alignment of the two halves is precise and clean. The instructions show the fuselage tub fitting into the one-piece lower wing section, however the location is somewhat vague and could present a misalignment if done this way. I found it better to fit it directly into the fuselage, as it fits like a glove into the cockpit aperture.

The etched wheel well parts were glued into position, then the two upper wing halves were glued to the lower part and the whole assembly fitted to the fuselage this again was an excellent

fit and no filler was needed along the join seams.

The tailplanes are single mouldings that slot into the tail. These are a nice tight fit, leaving you in no doubt about the angle in relation to the tail.

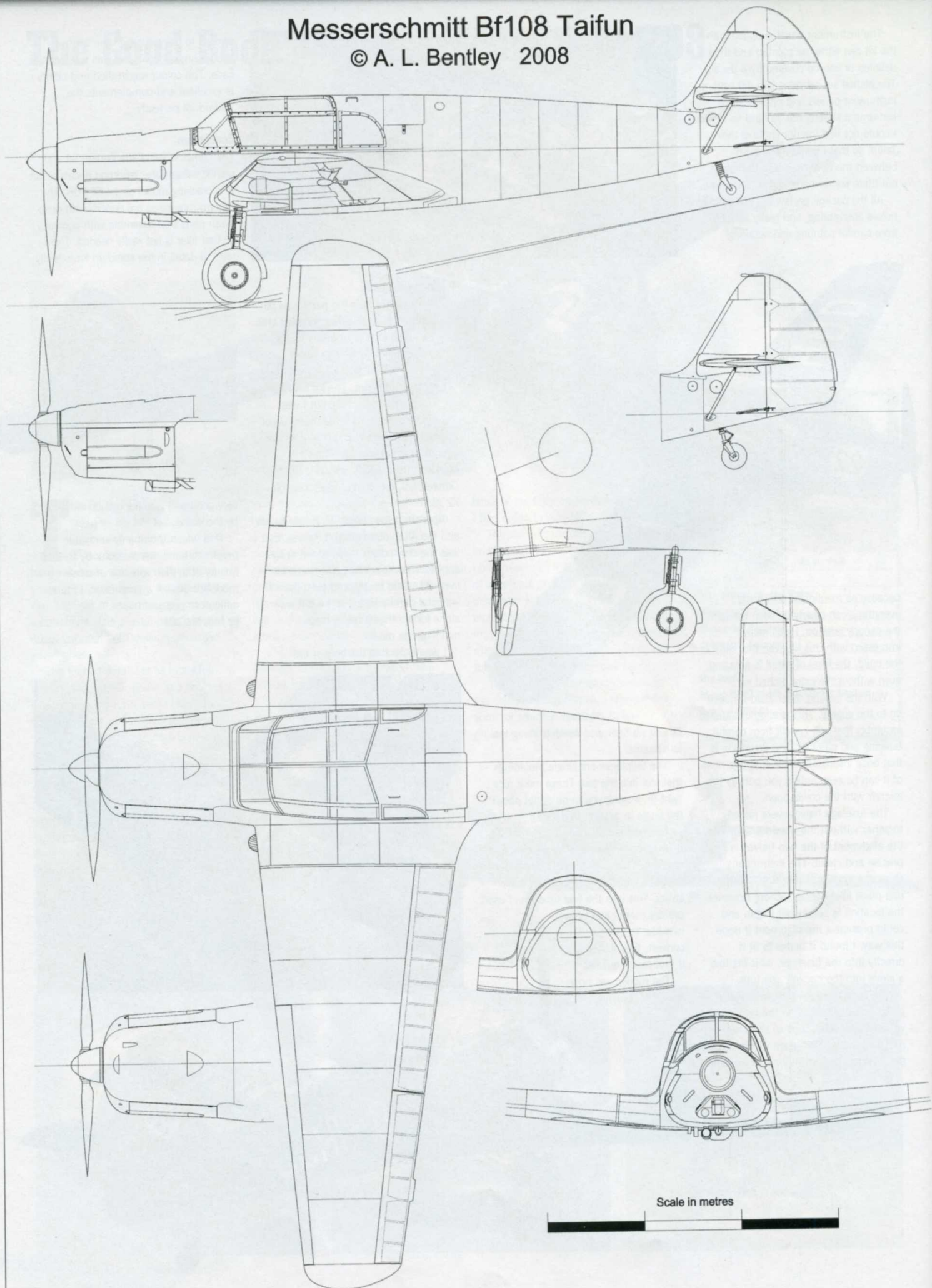
The next step is normally the most time consuming and tedious - canopy masking - however the canopy mask set supplied with the kit made it much easier. This was the first time I had used pre-cut masks and I have to admit to being a convert, they just made it that much quicker.

The model was now ready for spraying.

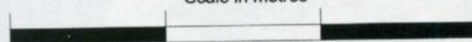


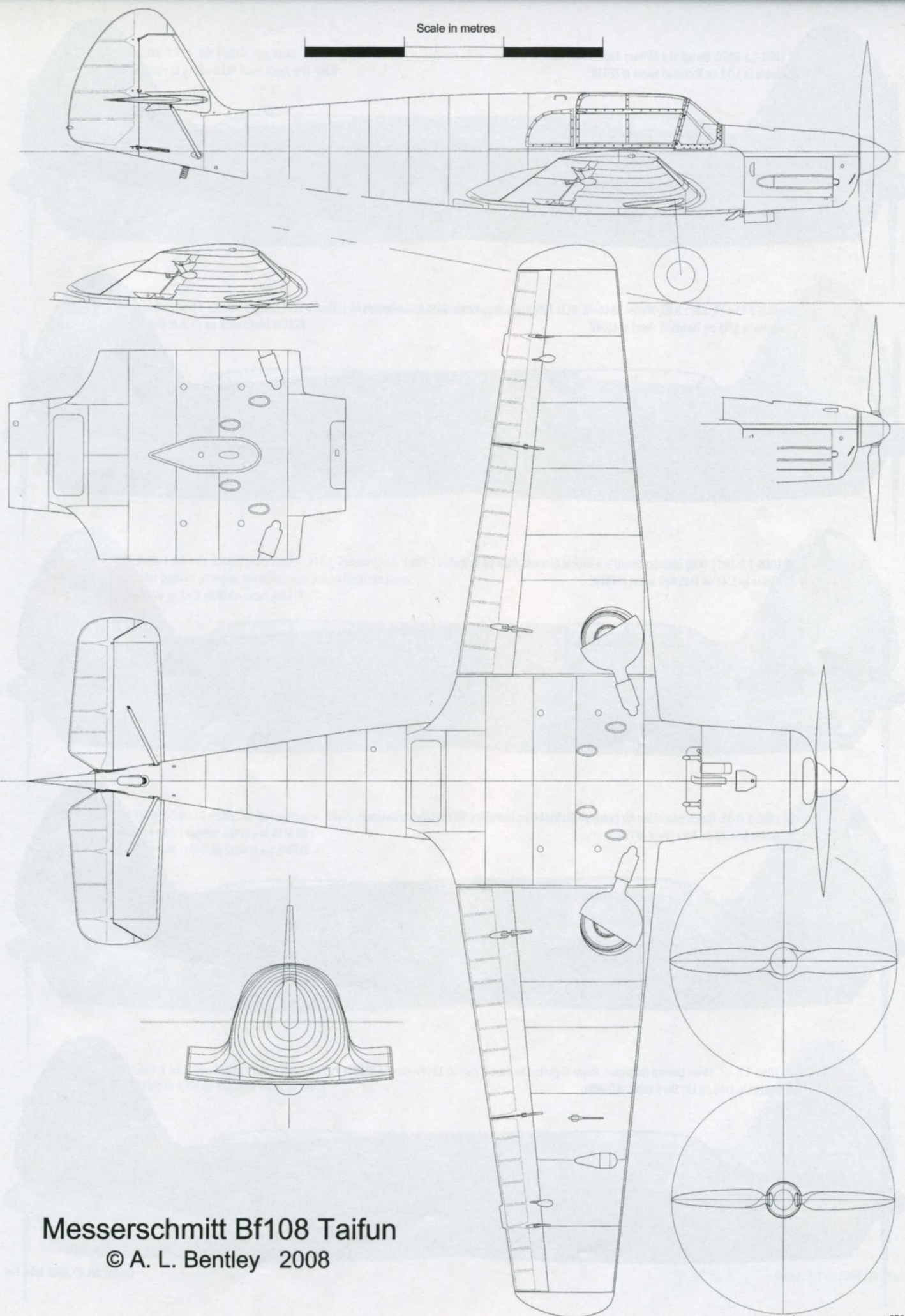
Messerschmitt Bf108 Taifun

© A. L. Bentley 2008



Scale in metres





Messerschmitt Bf108 Taifun
© A. L. Bentley 2008

Bf 108B-1 J-BACC. Manchuka Airlines 1936-1937. RLM 63 overall
Available in 1/72 on Techmod sheet #72036



Bf 108B-2 S3+YA, KGz.b.V5, Winter 1944-45. RLM 70/71 upper surfaces, RLM 65 underside
Available in 1/48 on Techmod sheet #48062



Bf 108B-1 D-IMTT. Willy Messerschmitt's personal aircraft. RLM 63 overall
Available in 1/48 on Techmod sheet #48062



Bf 108B-1 D-55, Czechoslovakian Air Force 1946. RLM 65 undersides, RLM 71 upper surfaces
Available in 1/72 on Kora sheet #7223



Bf 108B-1 S-07. 704th Liaison Regiment, Royal Yugoslav Air Force, Zagreb 1940
Available in 1/48 on Lift Here sheet #D-48LH



Bf 108B-1 774. 6th Fighter Regiment, Royal Yugoslav Air Force, autumn 1939
Available in 1/48 on Lift Here sheet #D-48LH



Bf 108B-1 4+44. Condor Legion, 1937-39. RLM 24 overall with white rudder and wingtips
Available in 1/72 on Kora sheet #7226



Bf 108B-1 BD + JG, 15th (Kroat) Staffel, JG 52, Russia 1942. 1938-1940. RLM 65 underside. RLM 70/71
splinter pattern on upper surfaces, with yellow fuselage band.
Available in 1/48 on Kora sheet #4815



Bf 108B-2 Trop KG + EM, Sonderkommando Blaich, Hun Airfield, Libya, 1942. RLM 78 underside. RLM 79
uppers with irregular pattern of RLM 80
Available in 1/48 with Eduard kit #8052



Bf 108B-1 58. Army Aviation Experimental Centre. RLM 63 overall
Available in 1/72 on Techmod sheet #72036



Modelling the Taifun

Surprisingly few kits have appeared of the Bf 108, despite its far-flung service, but an impressive selection of decal sheets is available, which covers most areas of the aircraft's service.

In 1/72 the Heller kit has been around for a very long time, and is the only option. Not a bad kit for its age, but the type does cry out for an update, and given the popularity of Luftwaffe types it can only be a matter of time before this omission is rectified – with the prospective manufacturer perhaps kitting the post-war Nord *Pingouin* as a subsequent issue?

In 1/48, the only current option is the superb Eduard kit. This has appeared as a 'Profi-pack' issue, with etched brass and masks included, as well as a regular release, and a now deleted 'Foreign Users' boxing. Most recently Eduard have released the kit as a Weekend Edition, and have since added a colour etched fret to accompany it. Other than this, there was a resin kit in 1/48 by German company WSW Versand, but this has been superseded by the injection moulded Eduard kit, and is no longer easily found.



As for the *Pingouin* – the Bf 108 was manufactured in France by the Germans throughout the conflict, and postwar production was continued by the French – there is little difference beyond the engine, and a conversion could be effected with little trouble. No specific decals or other product have currently come to light for the French aircraft so far.

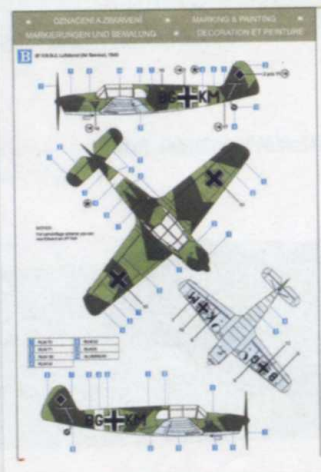
The Bf 108 would be a superb subject for a 1/32 kit, and would make an ideal companion to the forthcoming



AZ Models Ar 96 in that scale. Given the *Taifun*'s Czech service, and the busy Czech Republic's current prodigious output, perhaps this desirable end might not be so far away?

Kits

- Eduard #1101 1/48 Messerschmitt Bf 108 Taifun in Foreign Service £10.50
- Eduard #8052 1/48 Messerschmitt Bf 108 Taifun £7.99
- Eduard #8053 1/48 Messerschmitt Bf 108 Taifun Profi-pack
- Eduard #8476 1/48 Messerschmitt Bf 108B Weekend Edition £7.50
- Heller #80231 1/72 Messerschmitt Bf 108B £4.99



Accessories

With so few kits, and with the Eduard offering, at least, being so complete, there has not been much in the way of aftermarket product. The Heller kit is covered by Extratech, and if you want to go a little bit further in 1/48, there is a set from CMK that includes separate control surfaces and engine covers.

- Czech Master Kits #4121 1/48 Resin detailing set £16.99
- Eduard #48392 1/48 Etched detail set £10.50
- Eduard #X235 1/48 Paint masks £3.70
- Eduard #FE389 1/48 Etched detail Pre-painted £4.99
- Eduard #XF549 1/48 Paint masks for camouflage scheme £3.15
- Extra Tech #72126 1/72 Etched detail parts £4.80
- Falcon #2172 1/72 Vacform Canopies Luftwaffe WWII Part 4. Includes Bf 108 £9.99



Decals

Plenty of choice in both scales as far as decals are concerned. The comprehensive Kora range covers pretty much all the aircraft's foreign service in both scales, and most sheets come with a resin propeller and a pair of main wheels to allow an accurate version to be reproduced.

Lift Here, from Serbia, a less well-known brand, specialize in aircraft in Yugoslav service, and their decals are available via Linden Hill in the US. Their sheets are advertised as limited runs, so availability may be sporadic.

Techmod's fine sheets offer some very nice examples, and between the available aftermarket sheets and the Eduard kit, there is more than ample scope for the enthusiast to amass a large collection of colourful Taifuns.

- Kora #4809 1/48 Bf 108B Royal Yugoslav Army £7.85
- Kora #4810 1/48 Bf 108B Royal Hungarian Air Force £7.15
- Kora #4811 1/48 Bf 108B Swiss Air Force £7.85
- Kora #4812 1/48 Bf 108B Rumanian Air Force £7.85
- Kora #4815 1/48 Bf 108B Croatian Air Force £7.85
- Kora #7212 1/72 Bf 108B Royal Yugoslav Air Force £7.40
- Kora #7213 1/72 Bf 108B Royal Hungarian Air Force £5.60
- Kora #7214 1/72 Bf 108B Swiss Air Force £5.60
- Kora #7215 1/72 Bf 108B Rumanian Air Force £5.60
- Kora #7222 1/72 Bf 108B Czech Air Force £5.60
- Kora #7223 1/72 Bf 108B Czech Air Force £4.60
- Kora #7224 1/72 Bf 108B Japanese Air Force £6.20
- Kora #7225 1/72 Bf 108B Manchuria Air Force £6.20
- Kora #7226 1/72 Bf 108B Legion Condor £6.20
- Lift Here P-48LH 1/48 Yugoslav Messerschmitts. Includes Bf 108 US\$7.50
- Lift Here D-48LH 1/48 Royal Taifuns US\$10.99
- Lift Here 704-LH 1/72 Royal Yugoslav Air Force Classics. Includes Bf 108 US\$12.99
- Techmod #48062 1/48 Messerschmitt Bf 108 Taifun Part 1 £4.75
- Techmod #48063 1/48 Messerschmitt Bf 108 Taifun Part 2 £4.75
- Techmod #72036 1/72 Messerschmitt Bf 108 Taifun Part 2 £3.85
- Techmod #72039 1/72 Messerschmitt Bf 108B-1 £3.85

Reference

- Messerschmitt Bf 108B-1 Taifun
- Author: Pavel Pryzmusiala and Darius Karnas
- Publisher: Wydawnictwo Militaria
- ISBN: 8372191220
- Price: £9.99

- Willy Messerschmitt: Pioneer of Aviation Design
- Author: Kaiser Ebert
- Publisher: Schiffer
- ISBN: 978 0764307270

- Wydawnictwo Militaria 149
- Messerschmitt Bf 108 Taifun
- Author: Seweryn Fleischer
- Publisher: Wydawnictwo Militaria
- ISBN: 83 7219 135 2

- Model Detail Photo Mono. No.4 (Taifun)
- Author: A. Skupiewski
- Publisher: Rossagraphics
- ASIN: B000VGCVEQ



Plane Name

Scale: 1/32

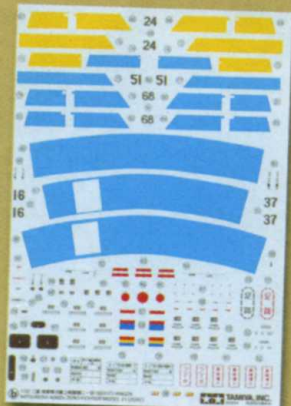
Kit No: 60317

Price: £71.99

Type: Injection Moulded Plastic

Manufacturer: Tamiya

UK Importer: The Hobby Company



Fun with Rufe

Converting Tamiya's Mitsubishi A6M2 Type 21 Zero to a Nakajima A6M2-N Rufe Floatplane

Way back in December 2001 I did a quick build of Tamiya's Type 52 Zero in *SAMI*. This was one of my first articles for the magazine and I was very proud of the model, in fact it had pride of place in my display cabinet for much longer than most of the kits I build. Four years later Tamiya followed up their Type 52 with an equally nice kit of the Type 21, probably the most famous Zero variant due to its participation in the attacks on Pearl Harbour and at the Battle of Midway. It was also the most colourful, with its grey paint scheme decorated with colourful

bands across the tail and around the rear fuselage. I had fully intended to build this version and had gone so far as ordering one from HobbyLink Japan, but for various reasons it stayed on my 'to do' pile - until MDC released their conversion to produce a Rufe float plane from the Tamiya kit.

The Rufe was produced by Nakajima as a Seaplane version of the Zero and was designed to operate from island and Atoll bases across the Pacific, the addition of the large floats, however, reduced performance but the Rufe could still be dangerous when flown by competent pilots against the early-war fighters like the Wildcat, but was outclassed by later types as Japan went on the defensive.

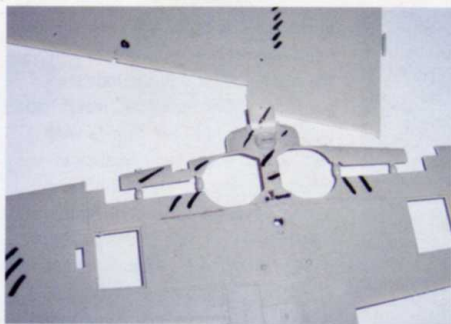
So what do we get in the boxes?

The Tamiya kit comprises 15 sprues of superbly detailed plastic parts, and the

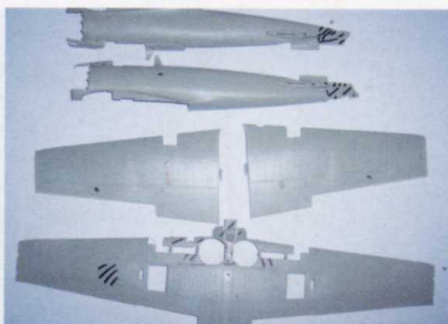
instructions are very clear and concise with colour call-outs to the Tamiya paint range. As in the earlier kit there are a number of working features like metal hinges and a retractable undercarriage that actually operates using a crank inserted into the leading edges of the wing. The decal sheet supplies six marking options but these are typical Tamiya being thicker and glossier than aftermarket sheets.

One thing that may cause confusion is the large number of the parts for the type 52 still on the sprues and this includes a number of different shaped spinners, a propeller, and almost a complete cockpit. I would strongly recommend removing these excess parts from the sprues before you start construction to avoid confusion; this is an easy job as the parts plan on the

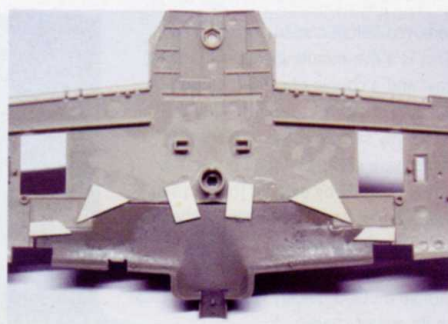




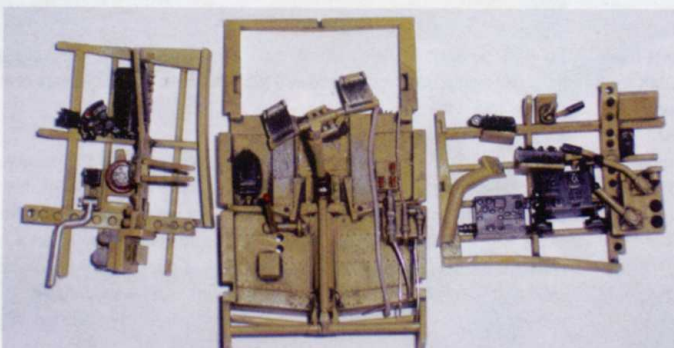
Deciding where to make the first cut



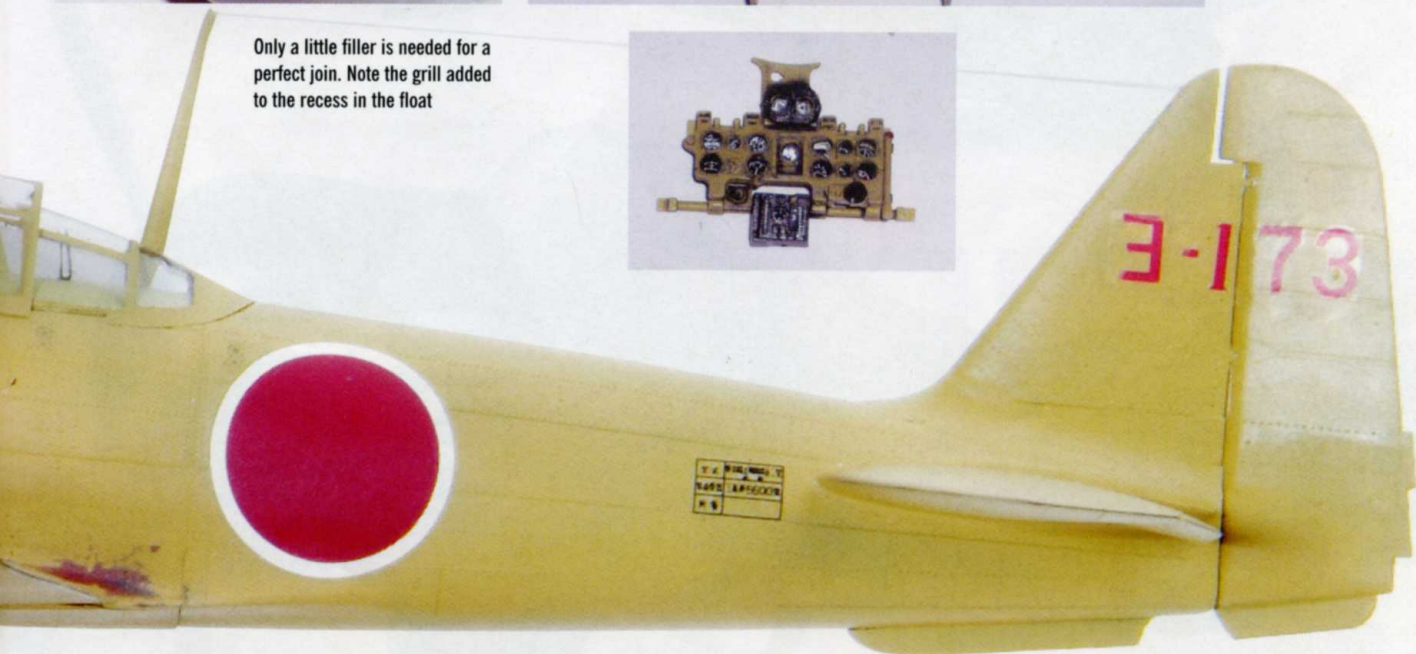
Chopping up so much expensive plastic may initially appear daunting



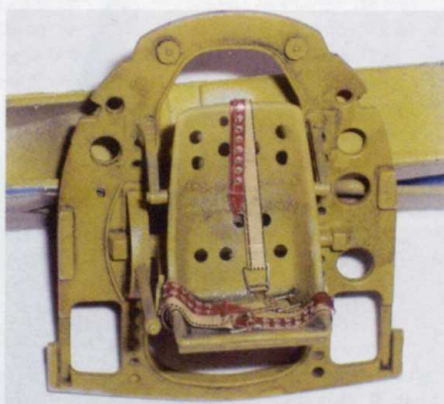
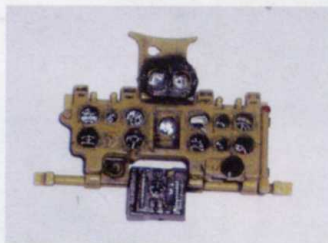
A bit of a mess behind the scenes, but the resin parts fit well



The basic cockpit - note the offset rudder pedals. It is amazing how many modellers miss this if angling the rudder. Possibly not a visible problem in 1/144, but in 1/32 essential



Only a little filler is needed for a perfect join. Note the grill added to the recess in the float



Pre-painted Eduard belts look superb in situ, and add a neat finishing touch to any model

instructions has all the spare parts highlighted.

This is a typical quality Tamiya kit and my experience with the Type 52 proved that it is not a challenging model to build and anyone with a few kits under their belt should get a beautiful addition to their model shelf.

The MDC conversion is also a high quality product, supplying 25 grey resin parts that provide all you need to produce a floatplane plus a handling trolley. The small instruction sheet uses a mix of black and white photographs, line drawings, and text to guide you through the modifications required to the Tamiya kit and the construction process. The resin parts are to this company's normal high standard with only minor casting blocks that will need to be

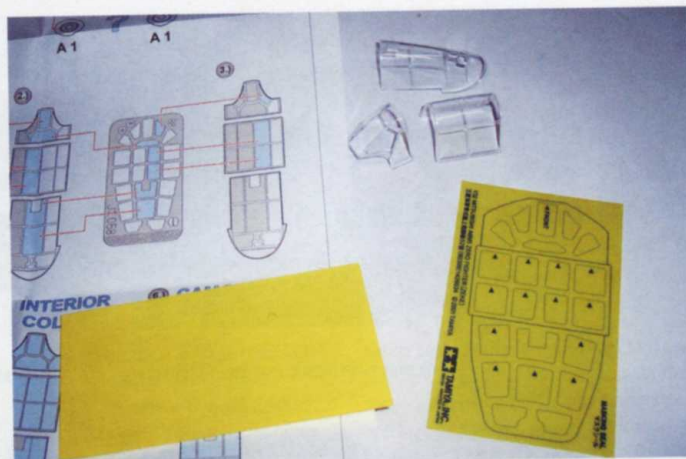
removed before construction proceeds. This is a five-minute job using a razor saw and a couple of various grade sanding sticks.

On my sample some of the trolley parts were slightly warped but this is easily rectified by dipping them in very warm water and then attaching the now soft and pliable resin to a flat surface with masking tape until it cools. This simple method quickly restored the resin to its proper shape.

In the following build I will concentrate on the floatplane conversion and highlight the differences between this and the type 21 as featured in the Tamiya instructions. I also decided to add a few extra details using parts from a number of sets produced by CMK for the type 52 Zero, which included opening up a gun bay, some small inspection covers on the wing upper surfaces and a large panel from the lower wing.

Construction

I started the conversion by carrying out the modifications to the Zero wings,



The many panes on the Zero's canopy make masking up a taxing job. Tamiya provide templates and uncut masks, but Eduard's pre-cut items make light work of an otherwise onerous task

which involves the removal of a large area of the lower wing containing the cutouts for the undercarriage bays. Most of the cuts are along panel lines and the correct ones are clearly illustrated on the MDC instruction sheet. I admit this stage delayed me for a few months as I

summoned up the courage to cut up such an expensive kit, but my fears were groundless, as once I started it was surprisingly easy to get a good result.

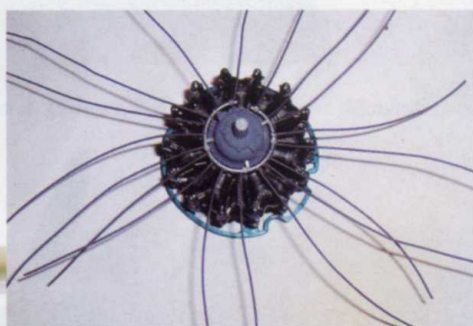
I started by marking the areas to be removed with a marker pen, including the areas that needed to be removed to

fit the CMK sets. For the large sections I carefully used a razor saw to remove the plastic just inside the indicated panel lines. Once the MDC insert had been offered up to the Tamiya wing, I was able to use a sanding stick to remove any excess plastic until a perfect fit was achieved. Using this method it is possible to get an almost perfect fit with only a small amount of filler being required though I did add some Plasticard around the edges for greater strength.

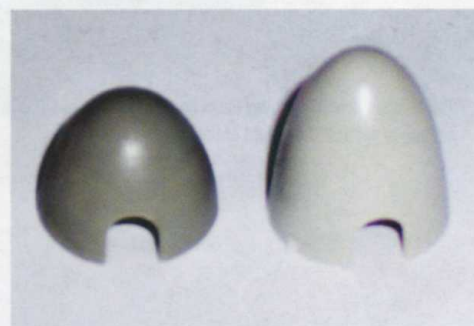
For the smaller panels I chain-drilled small holes around the inside of the panel line, then using a sharp scalpel blade removed the centre section, using a selection of small files and sanding sticks to extend the hole up to the panel line. The CMK sets I used were all designed for the Type 52 Zero. Set 5001 supplied the under wing fuel tank bay and the control rod linkages that are visible through openings on the upper wing, while Set 5003 supplied the parts to open up the gun bay.

All of these parts were fitted at a very early stage in construction





Coloured wire was added to replicate the ignition harness



The kit part and MDC's resin spinner

and on both the fuel tank and open gun bay a large amount of resin had to be removed from the rear surfaces to prevent them from spoiling the fit of the wing. Most of these parts were painted in the blue green metallic colour

Aotake, and for this and all the other Japanese specific colours I used White Ensign's Colourcoats enamels.

I have never really airbrushed these paints before and I must say I was very impressed with this range as when thinned 60/40 with Xtracolour thinners they dried to a nice satin finish in a relatively short time. After the wings are assembled it is important that you spend some time completely eradicating the join lines from the folding wingtips which were not a feature of the floatplane.

With the wings finished I now turned to the fuselage. There are a few

modifications required to the rear section as the Rufe had an enlarged tail area and of course there is no need for an arrestor hook on a floatplane. Once again the instructions clearly show where cuts are required and the MDC parts fit so well to the Tamiya kit that I used less filler on this conversion then on an average injection moulded kit - a testament to the quality of both manufacturers.

Now came my favourite bit - the cockpit. This is typical Tamiya and though there are etched brass sets available that replace the moulded detail, for my tastes what is supplied in the kit is more than adequate. To start I painted the whole of the interior Nakajima Interior green (ACJ04) and then used heavily thinned black oil paint to make the moulded detail stand out. Areas of wear were dry brushed with

Humbrol Aluminium before I picked out the knobs and switches with red, yellow and brown. Special mention must be made of the instrument dials which are supplied as black areas on the decal sheet. This is because the dial faces are printed on the reverse side and look very realistic when applied to the rear faces of the clear part supplied by Tamiya. On the negative side, the paper seat belts that Tamiya supply do not look nice, especially as I had a set of the amazing Eduard pre-painted belts (ED32505), which look incredibly realistic.

With both the wing and fuselage finished it was time to join these and add the tailplanes, which boast an almost perfect fit, needing just a small amount of PVA applied to the join with a toothpick followed by a quick swipe with a damp paper towel to remove any excess and leave a perfectly

seamless join.

The most noticeable additions to the kit, of course, are the three floats. The central one is a massive casting that shows some fine recessed detail, while the nose cap is a separate part that fits to the main section perfectly. One improvement I made was to use a punch and dye set to cut out a small circle of mesh to fill the large intake in the centre of the main float support. I am not sure if this is 100% accurate but it does draw the eye. There is a separate water rudder at the end of the float, and this is very easily removed so I would advise attaching this once you have completed assembly. The wing floats are made up from a float body with a separate strut. I added some metal rod to the wing end of the strut and then using the plans on the instructions I drilled a hole in the wing to accept it. This made for a surprisingly strong assembly that to date has defied all accidental attempts at damage.

The engine is a beautiful representation of the Nakajima Sakae 12, and the only detail that needs adding is some representation of the wiring harness. I drilled out holes around the plastic harness and added thin grey coloured wire from Little Cars. The main engine parts were painted in shades of grey and aluminium with an oil wash to highlight the detail, and after assembly I carefully attached the wires from my harness into position using photos from the Web as a guide. While I had the aluminium out I also undercoated the cowlings before applying a top coat of Tamiya black (note that this is not the Blue/Black seen on the Zero but a true black). Once dry the black was carefully chipped away in areas of wear using a toothpick dipped in Tamiya thinner. The cowlings were now attached in place. Tamiya have cleverly designed this so it can easily be removed to show off the engine.

The final construction stage was the

propeller and spinner. MDC have supplied the short, stubby spinner that was fitted to the early production Rufes, including the example I was modelling, or alternatively you can use the longer kit version - a case of checking your references.

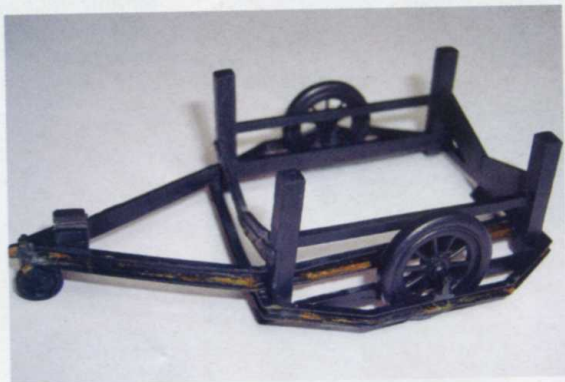
With all the construction finished I now turned to the paint scheme. If there is a weakness in the MDC conversion it is that there are no decals supplied. Now, my main reference for this conversion was the Kagero book on the Rufe and this included decals for a number of options in a number of scales. Stupidly I thought this included 1/32. It was only at this late stage that I realised there was no 1/32 conversion when this book was published so only 1/72, and 1/48 are included. However, one of the colour plates in the centre of the book shows a grey example that could be reproduced with a little modification of the Tamiya kit decals.

Painting and Decals

One thing you can say about Japanese colours during WW2 is that there are loads of experts and very few of them agree on the exact shades used. One thing that does appear certain is that the light grey Zeros that you have seen in films and on most model box art are not true representations of the real thing. Instead it was more a caramel/grey colour that weathered to a range of colours. Also many of us have seen model Japanese aircraft with large areas of paint removed to reveal the natural metal skin. This would be incorrect for the Rufe as they were finished with a protective red primer that was very resistant to weathering and was normally the colour seen if the camouflage coat was worn away.

Tamiya do supply a set of masks with the shapes printed on thin masking tape which you can cut out. I had used these on my previous Zero, but this time I used the pre-cut masks produced by Eduard (EDXL024), which work beautifully and at £1.99 are a real bargain.

I started painting by applying an overall coat of Halfords matt black, which would act as a pre-shading coat as well as revealing any flaws in my filling. Next, prominent areas of wear on the floats and wings were given a coat of rust red to represent the primer coat. For the overall grey colour I used Colourcoat's Nakajima Amber Grey, ACJ 17, the colour normally described as Ameiro. Using my Iwata Eclipse and with the paint thinned by 40% I filled the centre of all the engraved panels until the undercoat had completely disappeared. Next I lightly misted over the remaining black areas until this too was just about to disappear. Finally, I lightened the original colour with a



The finished beaching trolley looks deceptively fragile but is strong enough to support the weight of the finished aircraft



Undercoats have been sprayed on prior to applying the main colours





couple of drops of light grey added to the cup of the airbrush. This was now applied to the tops of the fuselage, wings and tailplanes to represent the fading effect of a hot Pacific sun. The final stage was a little bit of weathering. I started by using a cotton bud dipped in thinner to remove the top colours in areas of wear like the walkways and the chines and edges of the float.

Finally I used some of the new Pro Modeller weathering wash. After thoroughly shaking the bottle you apply the wash to the engraved details, and leave for a few minutes to dry. Any excess is then removed with a moist piece of old T shirt. I must admit this product impressed me, as though I am

not a fan of inked panel lines the Pro Modeller wash lifted out the detail without appearing too harsh and stark.

Most of the decals came from the Tamiya kit, although the *Hinomaru* came from a long out of production Aeromaster 1/48, sheet which supplies these markings in a dark red blood colour that looks far better than the normally seen bright red.

The red stripes on the floats were



produced from Xtradecal red solid colour sheets cut to shape, and once these were dry I chipped little bits away to represent wear and tear before applying a couple of coats of Xtracrylic matt varnish, and finally removed the masks to finish the model.

Well Almost

One problem with model floatplanes is how to display them. I lack the necessary skills to make a water

diorama so I am grateful that MDC include a nice beaching trolley. Made up from 8 parts, this looks far too weak to support such a heavy model and it certainly bows under the weight of the finished aircraft, but is surprisingly strong. However, as the model is very finely balanced it is a wise precaution to attach one of the unused plastic landing chocks from the Tamiya kit under the rear framework of the trolley to prevent unwanted tail-sitting.

Conclusion

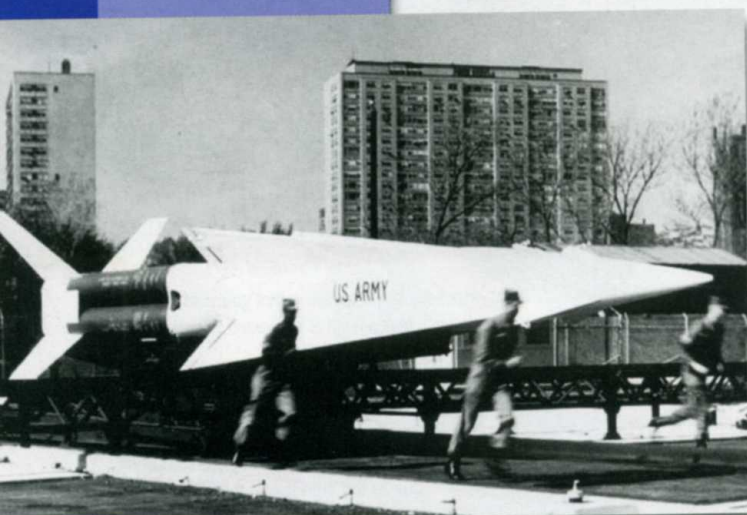
This is my first major conversion and due to the standard of engineering achieved by both Tamiya and MDC I was surprised at how smoothly it went. The bad news is that this was never going to be a cheap project, as the Tamiya kit costs £72 in the UK although thanks to the Internet you can obtain it cheaper from Japan. The MDC Rufe conversion is £27.99 and considering the size, weight and quality of the resin parts this is very reasonable. The CMK sets added another £40, though I only used a few parts from each set and still have enough parts left over to add detail to another Zero kit in due course.

I really enjoyed the two months I spent on this project and it has certainly given me a big confidence boost in my own modelling capabilities. I am very pleased with the finished model and at the end of the day that is all that is important. OK, it may not win any prizes, and I am sure I will get told at model shows that the colours are wrong, but I do not care. I had fun and that is what our hobby is all about.

SAMI



This Nike Ajax battery was located in downtown Chicago (from www.nikemissile.org)



There was also a Nike Hercules on display. There is a noticeable difference in size between this and the Nike Ajax



Your author stands in front of a Nike Ajax at Sandy Hook, New Jersey

Nike Narrative

Back in the Nifty Fifties (when I was a tot) the big threat to America was still perceived in many circles to be manned bombers, especially the Tu-16 Badger and Tu-95 Bear. There wasn't much we

old B-29, or perhaps a Bomarc drone. I am not really sure, but the explosion was pretty spectacular to a kindergartener. *The Big Picture* was a syndicated show produced by the U.S. Army Signal Corps and widely distributed in the US beginning around 1958. It was broadcast most every Saturday afternoon, and I seldom missed it.

Around the time I saw the missile intercept footage, I noticed a Renwal model of the Nike Ajax at a large hobby shop located in what was the first major shopping mall in the South. In exchange for enduring long sessions watching Mom try on hats at the Paris Hat Shop, I was usually granted permission to buy a \$4.00 model or the newest volume in the series of pocket reference books of WWII aircraft by William Green, which volumes I still have.

Building the Renwal Nike was an exercise in futility, despite the fact that it was a 'NEW DESIGN for Easy Assembly and NO SHOW Cementing.' It had fiddly parts and little springs to make it operate. Its eventual fate was either destruction by dirt clod or firecracker after a short interval. What a shame.

As for the Revell kit, I hope that Revell will release it again soon. Now that I am no longer simply a modeller, but 'an artist,' I am sure that my build



This is a rather ominous view of the Nike Hercules, don't you think?

of this vintage kit will leave an unforgettable impression on all who see it, (much like a train wreck or a mud slide).

Anyway, back to our story. According to an official Army history, the Ajax was the first in the Nike family to be deployed beginning in March 1954 at



Revell and Renwal both made kits of Nike missiles when the author was a kid, and he attempted them both



This appears to be a panel from which one or more of the battery radars can be calibrated or tested



This control room looks primitive, but remember that it was state-of-the art in the 1950s



All of these annunciators look like a prop for Dr. Who or Red Dwarf, but the mission of these installations was no joke



This Nike Hercules missile stands ready at a restored battery near San Francisco, California (photo courtesy Telstar Logistics)

Fort Meade, Maryland. Anti-aircraft artillery (AAA) was still heavily utilized but Nike Ajax batteries outnumbered guns by the end of 1956.
The Nike Ajax fulfilled its mission, but



This is the Oozlefinch, the mascot of Nike Batteries and the former mascot of U.S. Army Coastal artillery dating back to WWI (from www.ed-thelen.org)

the radar systems used to guide the Ajax to the target had their limitations. The Ajax was superior to guns against single targets at subsonic or near-sonic speeds and altitudes up to 70,000 feet, but ineffective against formations flying at high speed and at altitude. The radar would wander between airplanes and cause the warhead to burst after passing



Points of the compass painted on the asphalt of a base service road

between targets. In addition, its range was 25 miles from the battery or less.
Work commenced on the Nike Hercules prior to 1954. The Hercules was often armed with a nuclear warhead, had an effective range of 90 miles up to 100,000 feet. Using a nuclear warhead, the Hercules could destroy posthaste a formation of supersonic aircraft (and their nuclear weapons) flying at extreme altitudes.
There were around 300 Nike batteries throughout the United States. If public opinion is not too inflamed in Feedback by reportage on unmanned missiles, we will bring you images of some of these sites in a future issue of Scale Aviation Modeller. Maybe we can talk about the Nike Zeus too?



Little does he know she has Revell box-scale Badgers hidden in her doll house



A third-generation Nike missile, a Nike Zeus, is launched



American Patrol does like to show a model occasionally. This is the Revell Nike Hercules (from www.ed-thelen.org)



Jaguar T.2

Scale: 1/72 Kit No: 1251

Price: £6.99

Type: Injection Moulded Plastic

Manufacturer: Italeri

UK Importer: The Hobby Company

US Importer: Model Rectifier Corporation



Jaguar GR.1A

Scale: 1/72 Kit No: 04351

Price: £7.99

Type: Injection Moulded Plastic

Manufacturer: Revell



MODELDECAL 1 An occasional feature focusing on aftermarket decal sheets.

Jaguar Passing

A feature with a difference – in which the decals, not the kit, are the star.
Modelling the Jaguar's farewell schemes in 1/72 with Model Alliance sheet MAS 729034

On 31 May 2007 the Royal Air Force retired the last of its Jaguars. In order to mark the event, three Jaguars from 6 Squadron, RAF Coningsby, were involved in a special flypast and photo shoot. Three aircraft, two GR.3As (XX725/T and XX119/AI) and a T.4 (XX835/EX) were involved.

I first saw the photos of these aircraft as I browsed through the August 2007 Issue of *Aircraft Illustrated* at my local newsagent. I bought a copy immediately as I knew I would be building a model of at least one of them sometime in the future. Apart from the photos in the magazine there are some additional pictures on the Internet, and I would definitely recommend www.airsceneuk.org.uk/hangar/2007/441jags/jags.htm

Modelling the aircraft

Late last year Model Alliance released a decal sheet in 1/72 and 1/48 to cover this event and the aircraft involved. For

your money you get two sheets of very well printed decals, a number of smaller sheets of late corrections, and a full colour guide to colour schemes and decal placements. All in all, it is exceptionally good value.

This piece is about the decals rather than the available kits, all of which are old, tried, and tested, so all I'll say about the building required is that I started off trying

to use the Airfix 1/72 kit but gave up as it needed too much work to get it looking like the GR.3A. I then went out and bought 2 Revell Jaguar GR.1As and the Italeri Jaguar T.2. I made some small modifications to the basic kits based on photos I had.

I completed the kits in the following sequence.

Jaguar GR.3A XX725/T

This aircraft was repainted in the desert brown scheme it wore



The kit allows open airbrakes. Airwaves offer resin drooped flaps and , which can make a big difference to a finished model



Three cats in a row. The Jaguar bows out in style

during the Gulf War. It was felt that original Gulf War nose artwork – featuring *Viz Comic's* character *Johnny Fartpants* – was unsuitable for public consumption, so a more suitable alternative was painted on the aircraft.

The Model Alliance guide covers the scheme accurately. I used the Revell kit's paint guide mix of 60% Flesh (Revell paint number 35) and 40% Ochre Brown (Revell paint number 88). Comparing the results to photos I believe I got it close enough.

There are some good photos on the web showing the aircraft as it was put

on static display before the actual flypast. During the flypast the aircraft only carried drop tanks on the inner pylons. In the static display, however, there were AIM-9L missiles on the over wing pylons, a bomb under each wing, and a Paveway II LGB on the centreline. The missiles were white with some grey bands and assorted minor stencilling. The practice bombs had a dark blue front end and olive green tail area. The Paveway was olive green.

All the bombs had white stripes and red stencilling on the side. I raided my spare decals and added stripes and stencilling to try and depict the real thing. Needless to say I subsequently discovered the decals on the Revell kit sheet.

Model Alliance provide all the identifying decals for this aircraft, but none of the stencils, and this is the case for all three aircraft, apart from two ejector seat warning triangles for XX119. I added stencils from the spares box but, as the Gulf War aircraft appear to have had different colour stencilling, I left some off. I'm sure there is an aftermarket set for Gulf War aircraft that will have the correct stencils out there somewhere.

This aircraft was repainted specially for the last flights, has a gloss finish, and shows very little weathering.



Jaguar T.4 XX835/EX

There are two sections of the Model Alliance paint guide devoted to XX835. The first part describes the basic colour scheme, the second part describes where to place the decals.

This aircraft did not have a special paint scheme applied. It flew in its operational colours and, as a result, shows the most weathering of all the three aircraft. One photograph on the Internet, showing it from the top, reveals an unpainted replacement panel.

The Model Alliance decals went on well and stencilling is best provided from the Airfix or Italeri decal sheets. The only special markings used on this aircraft for the final flypast were on the drop tanks, which apparently had originally been intended for XX119, but were instead allocated to XX835 as it was felt that this aircraft type needed some recognition for its contribution to the Jaguar story.

You'll need to paint the tanks in three parts, front third black, middle white, and the rear third red. You will be applying decals to these parts and the red you use will need to match those of the decals as these do not cover the entire red area, so do some paint matching before you start. I found that Humbrol 174 applied over a white undercoat resulted in an almost perfect match to the red on the decal sheet.

This area uncovered the only significant problem I found with the Model Alliance sheets. The shade they have used for the front band of colour, and for the top of the three Jaguars in decals 47 and 48 is an extremely dark blue, with the result that it blended in with the black. On my effort I decided



Instructions are thorough and well laid out

Model Alliance have released the sheet in both 1/72 and 1/48



The Revell/Italeri kits are readily available, and easy to build



Careful application of the 'peeling skin' to the wings

to alter the scheme a little to try show these decals up, so I painted the front of the drop tank royal blue instead of the more accurate black.

Finally on the drop tanks, there is a thin stripe of either silver or white - I'm not sure which - along the rear of each winglet.

Jaguar GR.3A XX119/AI

This is the most eye-catching of the aircraft and the one that will be remembered long after the other two have been forgotten. It is certainly one of the most striking schemes I have seen on an aircraft in a very long time. With sponsorship from Aircraft Illustrated and Jaguar cars, the RAF was able to do something special. The

result is a Jaguar skin appearing from under the metal coating that is depicted as peeling back.

You'll need to paint your kit in the basic RAF colours first (Model Alliance provide that information) and then you'll need to add the orange and white paints and finally the decals. I traced the outline of the decals that represent the inner edge of the ripped-back metal skin, placed Tamiya tape over the tracings, and then cut the tape to match the outline. I then placed these on the model and painted the orange. With those stencils removed the edging seemed to match the outline of the decals. The white at the front was airbrushed freehand.

Model Alliance recommend you start

Minor issues with colour on the wing tanks of the two-seater

Fin decals are well designed and easy to apply





The side profile really captures the look of the finished artwork

with the ripped skin decals, and so I did. I tried a wing first as I wanted to get a feel for the decals on as simple a surface as possible, and you can't beat a flat wing for that. That first decal left me sweating.

There is very little excess carrier film on the decals (a good thing), but that does mean that they are very narrow in places. I found the first decal wrapped on to itself as I tried to shift it into place. For the second and subsequent peeling skin decals I cut them into smaller parts that were more easily manageable. I believe that this is the best way to proceed, particularly for

those that will be placed on assorted degrees of curve.

With the ripped skin decals in place I started on the Jaguar spots. There are over one hundred and fifty of these so I prepared myself for a few nights' work. I started with the spots closest to the

ripped skin and then worked forward, or upward, as required. The Model Alliance instructions are really good as they show exactly where each decal should go.

There were some minor problems with the spots. Several have had their numbers duplicated, and I believe one decal is incorrectly numbered, so be sure to check that the shape of the spot you are applying does match the shape of the diagram.



One of the most striking farewell schemes seen on an aircraft to date



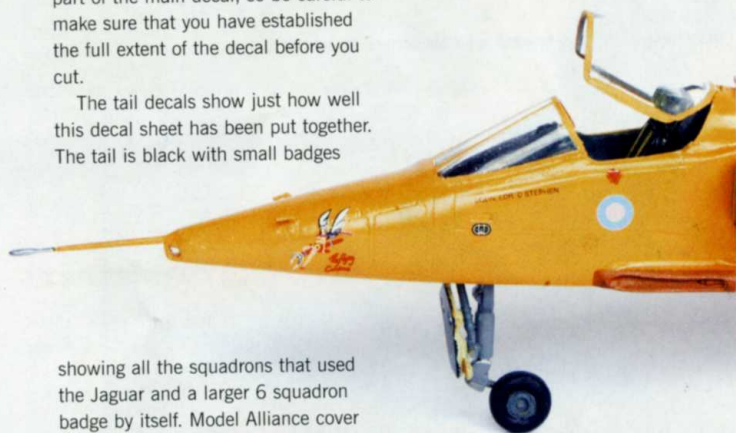


On the decal sheet it's not always easy to see exactly which decal the number is intended for. Some of the decals are very close to others making cutting them out tricky, and finally, some spots have additional blotches as part of the main decal, so be careful to make sure that you have established the full extent of the decal before you cut.

The tail decals show just how well this decal sheet has been put together. The tail is black with small badges

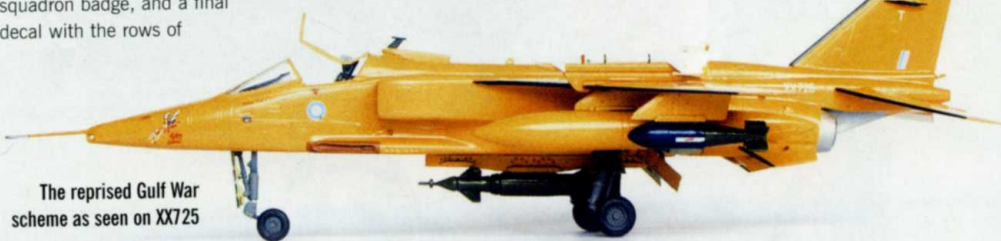
Alliance provide extra spots and blotches.

With all the decals in place there was one final task to perform. The special scheme was painted over the existing colours, so you have a shiny



showing all the squadrons that used the Jaguar and a larger 6 squadron badge by itself. Model Alliance cover this with three decals. The larger black tail covering with the ripped skin and all the squadron badge locations marked in white, a separate 6 squadron badge, and a final decal with the rows of

As a concession to public sensibilities 'Johnny Fartpants' was turned into a naked lady on a can opener...



The reprinted Gulf War scheme as seen on XX725

smaller squadron badges. These decals fit perfectly together - and I mean perfectly. The blue on the RAF fin flashes is not visible on the decals, so I used the Revell decals. This makes the blue slightly more visible, but the Revell decals are out of alignment which does spoil the effect slightly.

Model Alliance do not provide instructions for which spots to place on the bomb pylons (they do provide instructions for the ripped skin decals though), so you're left to your own devices for those. The instructions also get a little hazy around the nose area, particularly the underside. However, there are plenty of photographs that you can use for reference, and Model

gloss area superimposed over weathered, matt, greys. My final task was again to make masks of the ripped skin decals, this time concentrating on the jagged, ripped, edges. I then placed these over the decals and airbrushed a coat of matt varnish.

Conclusion

The Model Alliance decal sheet is excellent! Yes, it had some problems, but with the exception of the drop tanks these are minor and easily overcome by simply paying attention and checking decals against the



instruction sheet and any photos you have before you cut and apply them. Most of the people buying this sheet will be buying it for XX119 and not XX635 anyway, so few modellers are likely to be bothered by the tanks.

The decals are well thought out, as is the instruction booklet, which is very informative, and the quality is exceptional. A minor criticism is that they are a little thick compared to many decals I have used, but really, it's not a major issue when you look at the finished result.

This is the first product I have used by this company, and I certainly plan to use some others in the future.

Well done to the people at Model Alliance!

SAMI

Italeri's two-seater is a nice companion for the Revell kits





F-89D Scorpion

Scale: 1/72 Price: £10.99

Kit No: 1628

Type: Injection Moulded Plastic

Manufacturer: Academy

UK Importer: Toyway

US Importer: Model Rectifier Corporation

The Scorpion, Plumbob John, and the UFO

The Cold War became real for my contemporaries and me in late October, 1962, when it almost became a very hot war indeed.

A group of us sat together at school (we were 16) and we didn't know if we would see another day. Melodramatic? It was true. In the event, a U-2 was shot down over Cuba, some recce Crusaders came under fire over the island, but Kennedy and Khrushchev reached an accommodation. The world was spared and we're here today to quietly build models of 'planes that evoke those times.

Such a one is the Northrop F-89 Scorpion. Although it never fired a shot in anger, it has been described as the backbone of the North American Air Defense Command for over seventeen years (1951-69). It was stationed from Maine to Alaska and at times in Iceland. It was the first aircraft to carry an all-rocket armament and the first nuclear-

armed interceptor. The requirement the Scorpion was designed to meet was issued late in November 1945. It was for a night-fighter, named in the requirement as 'an All-Weather Fighting Aircraft.' Northrop submitted four

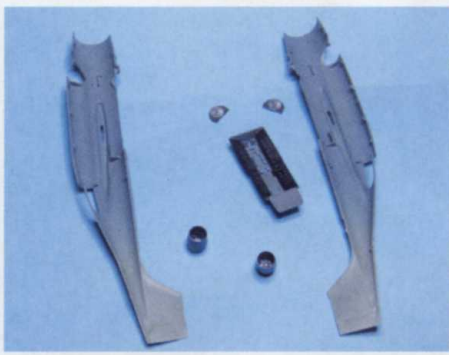
designs, two of them flying wings. The other contenders were Bell, Consolidated Vultee, Curtiss, Douglas and Goodyear. The Northrop design chosen led to the Scorpion we know. The development contract was placed in May, 1946 but



Academy's kit represents excellent value straight from the box

References

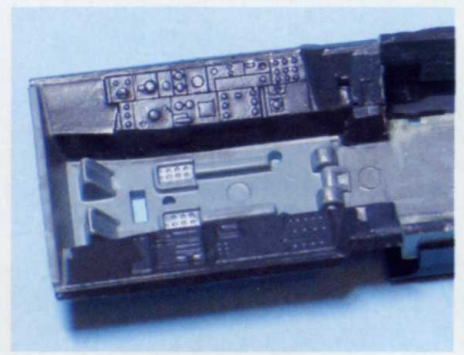
- Aerofax Datagraph 8: Balzer and Dario, 1993
- F-89 Scorpion in Detail and Scale: Kinzey, 1992
- F-89 Scorpion in Action 104: Davis and Menard, 1990



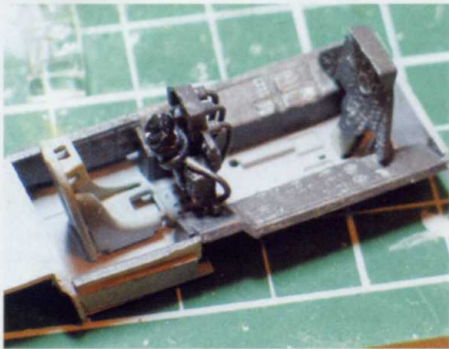
There are three separate assemblies to complete prior to closing the fuselage: the afterburner-nozzles; the turbine-faces; and the cockpit tub



Out with the razor saw. The kit parts do not conform to references, so surgery was required in the rear cockpit



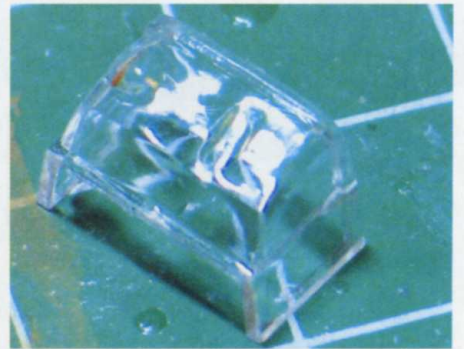
Vertical instrument panels now installed in the rear crew position



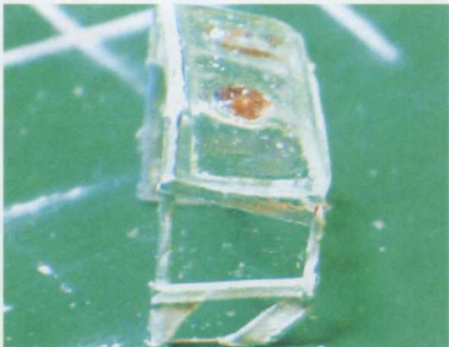
Wiring added to the rear of the radar scope – it really is that chunky on the real thing



The scratchbuilt radar scope is an essential addition



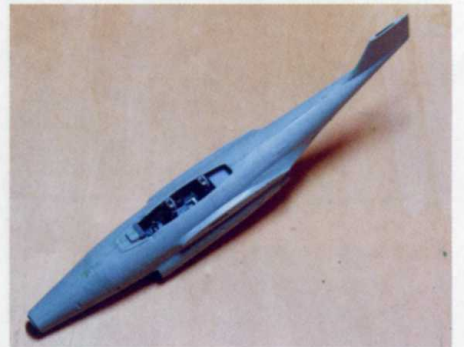
An initial attempt to fabricate a blast shield



Second attempt at the blast shield formed from some plastic packaging



The final version of the blast shield – an important component that was worth a little effort to get right



Well over the required 7g nose weight was added. Better safe than sorry

there followed a lengthy series of discussions between the Air Force and Northrop over various aspects of the design, not least the proximity of fuel tanks to the engines. The first XF-89 flew on August 16th, 1948, the designation system having changed in 1948 from 'P' for 'pursuit' to 'F' for 'fighter.'

A production contract for the F-89A was placed in July, 1949. Development, refinement and increases in engine power continued through the various production models, -A, -B, -C, -D and -H, the -E being an engine test-bed and the -F and -G radically redesigned aircraft, really sharing only the nose with the F-89D. The -F reached the mock-up stage, the -G remaining on paper. They would have been very sleek machines.

The 350 F-89Js were F-89Ds, converted to carry the Douglas MB-1 Genie air-to-air rocket. This incredible piece of kit was an unguided rocket

with a one-and-a-half kiloton nuclear warhead. It was designed to take out an entire bomber formation. More about it later.

The Kit

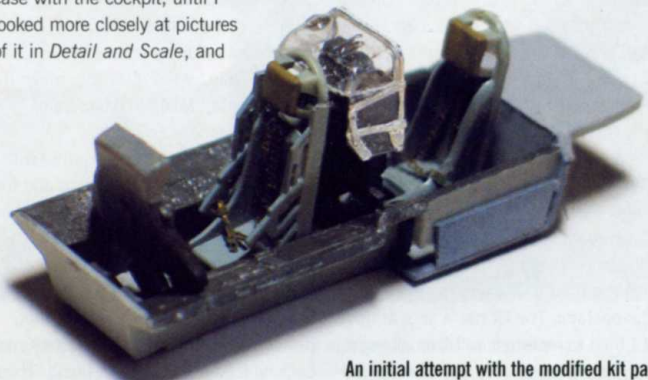
On general sale, the 1/72 Academy kits of various marks are the only choice. A glance at Kingkit shows also a Hobbycraft 1/72 kit, and the Revell 1/48. I was tempted by the latter but a look at reviews showed fit issues and I didn't want this to turn into a Green Stuff marathon. So, that, and the fact that I hadn't made a 1/72 kit for about twenty years, steered me towards an Academy 1/72 F-89J.

The kit turned out to be good on the whole, with finely produced detail, good instructions and nice-looking decals. The dimensions are reasonably accurate, when compared to the *Detail and Scale* drawings, and though it is a little short it is not enough to matter.

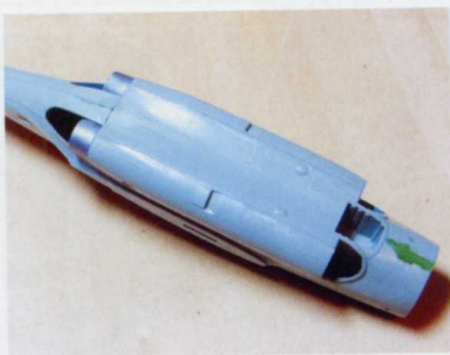
Fuselage

Construction is quite straightforward. Before you can close the two-piece, vertically-split fuselage, there are three components to fit: the afterburner-nozzles, the turbine-faces, and the cockpit-tub. The first two just need painting burnt iron and silver respectively before fitting. I thought that was the case with the cockpit, until I looked more closely at pictures of it in *Detail and Scale*, and

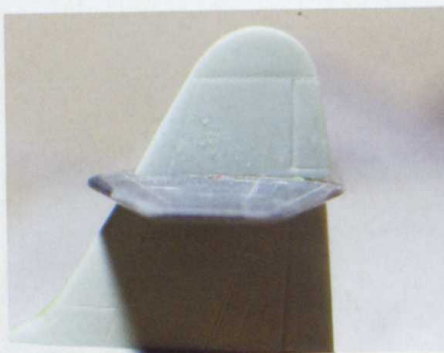
realised the radar-operator's cockpit doesn't have consoles as modelled in the kit, but instruments on vertical panels. So, it was out with razor-saw to cut pieces of plastic card to form a new floor and a new rear wall, then to fit what were the console-faces vertically, to form those panels.



An initial attempt with the modified kit part



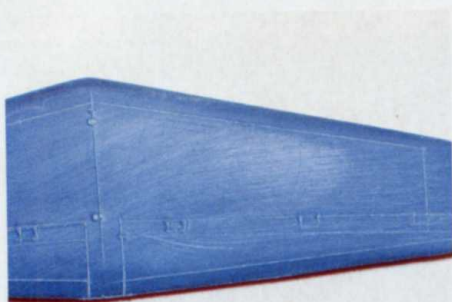
The keel section of the fuselage required a little sanding to fit neatly



Problems with the original fit of the tailplanes



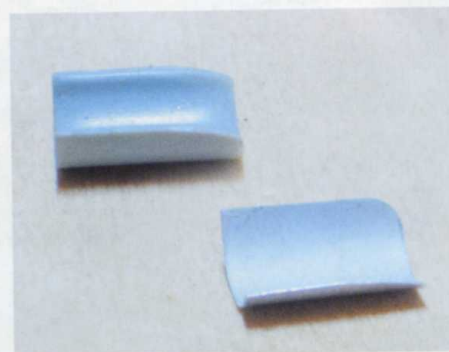
The interesting effect of a liquid poly bath...



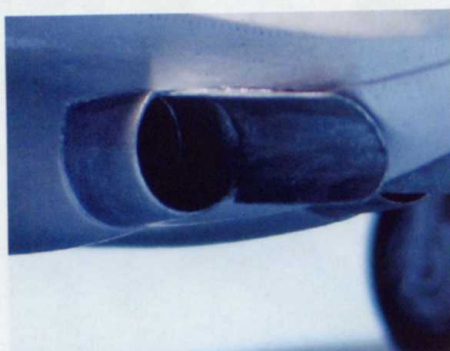
A replacement for the glue-soaked part was easily made from sheet styrene



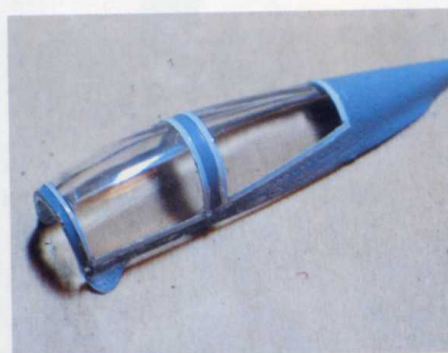
With the wings in place the aircraft's unique shape becomes apparent



Comparison of kit part and replacement exhaust deflector



Replacement exhaust reflector in position



My old favourite - pre-painted self-adhesive aluminium strip for the main canopy



Damage to the anti-glare panel decal. Complex curved pieces like these are better masked and painted

The instrument arrays are well moulded, and some more skilled than I in this scale would bring out all the detail. I did what I could, not least by reproducing the radar-scope and hood, for although the radar-operator's panel is detailed, the kit does not supply the scope. This was rectified by using a number of lengths of aluminium and plastic tube. The operator's hood I made by butchering the head of a pilot I'd had in the spares box since I was a lad. I added some wiring at the rear of the 'scope and although it may look like something BT put down in your street, it really is that chunky. I couldn't do the same for the pilot's panel, despite having a wonderful diagram in the *Aerofax Datagraph*, as there wasn't enough room for my fingers.

In the event of the cockpit coming off in flight a blast shield was fitted for the radar-operator. The kit has a shot at this but I tried to replace it with something a little more recognisable, and after several

attempts managed to produce something satisfactory.

The seats are fair representations and I confined myself to a little bit of reduction in thickness here and there and fitting etched-brass belts over the ones moulded into the seats. They're generic Reheat ones bought from that man at Telford, who appears each year with an apparently inexhaustible stash of Reheat stuff in three of the major scales. By the way if 1/72 is sometimes unkindly referred to as 'Braille Scale,' what does that make the Editor's forte, 1/144? (*Wonders of faerie elegance* - Editor)

The fuselage halves go together with no trouble. To these you have to add the nose section, representing accurately the straight-tapered nose introduced on the F-89D. The instructions tell you to add 7 grammes in the nose to prevent tail-sitting. I added rather more than that, packing the nose-cone with waste X-ray backing lead from a dentist friend. There

is a separate keel section to the fuselage, and though this rather neatly has the nosewheel-well moulded into it, there are problems both in fit and in shape. It goes positively into place but remains proud of the adjacent sides.

I haven't come across many pictures of the underside of the Scorpion but those I have show the fairings over the engines having a more pronounced bulge, so that the 'valley' between them should be more Lake District than South Downs. Rectifying that would have meant a lot of work and given that it is the underside, in this small scale, I decided to leave it. Now, if I'd been working in 1/32, like that wonderful scratchbuilt F-89 at Telford 2007, it would have been a different matter!

Flying Surfaces

The kit's one-piece horizontal tail is sandwiched between an upper and a lower piece of fin. In producing the fin, Academy seem to have simply spilt their

tooling horizontally to sandwich the horizontal tail, not allowing for the fact that the two parts of the fin will thus no longer align. This is easily solved with a bit of abrasive, and at the same time you can adjust the incorrect fin top profile. However, I had previously manufactured a large rod for my own back. I knocked over a bottle of Liquid Poly on my cutting mat and thought I'd missed everything crucial as I mopped up (Late at night, this). Wrong! The following day I discovered the wave of solvent had caught the horizontal tail, with devastating results. Luckily, it was easy to produce a replacement tail from sheet styrene.

The wings have substantial tongues to fit into slots in the fillets on the fuselage. However, the section of the roots is not the same as that of the wings, the former being shallower. As it would be difficult to rectify this, the bulge of the jet-housings leaving little room for manoeuvre, I lined up the wings with



the upper edge of the roots.

Testing the XF-89 showed that the engine exhaust caused vibration of the tail section. Various designs of exhaust deflector were tried until a final design was arrived at on the F-89C. The kit does have separate deflectors to fit but these are very thick and wrongly shaped. I reckoned this was something I could rectify and I produced replacements from thin aluminium shim.

Painting

At this point, I was surprised to find myself relatively close to the end of the build. Still a lot to do but all major jobs finished apart from painting including – not least – the canopy framing. I bought the Eduard masks, as I'd been successful with them on a previous build. However, that was with the

Kabuki ones and these were vinyl. Result, paint leakage onto the windscreen, so it was back to a fine brush for the windscreen and my old favourite, pre-painted self-adhesive aluminium strip for the main canopy.

The kit gives two options; a natural metal -J of the North Dakota Air National Guard and an ADC Gray example of the 124th FIS, Iowa ANG (one of the last to be in service). For this I used Tamiya XF19, Sky Gray. All the colour pics I've seen of ADC Gray Scorpions are taken under brilliant blue skies and it looks quite light. The Tamiya offering looked rather dark. An ADC Gray model F-106 on the Web, using Testors paint, actually looked darker than that. So, as this was small scale and the paint would darken under Klear, I decided to add a touch of white, and it

looks OK. I also decided to brush it on and this wasn't so successful. A second coat of paint, after 24 hours, softened the first coat in places and made drag marks. I hadn't had this problem before with Tamiya.

Decals and final details

The decals all went on well, over a coat of Klear. The only problem was with the decal for the anti-glare panel in front of the cockpit. I had to cut it, to get it to fit. There was one other bit of fettling needed. Under the horizontal tail is a series of horizontal bands. On the full-size aircraft the lowest band sweeps up, to follow the slight rear fuselage upsweep. That upsweep is not there on the model and the bands are all the same width. I changed the lowest band to at least simulate the fuselage contour.

Having filled the gap on the anti-glare panel with satin black, I sealed the decals in with another coat of Klear, and began to add final details, including the undercarriage, tanks, pylons, missiles and pitot-tubes, and anything I could break off, whilst fiddling with the decals. Only after fitting the nose-leg did I realise that it is rather too long, making the aircraft's 'sit' wrong and reducing the high-tailed attitude that helped give it its name. I cut through the leg and reset it.

At a late stage in its career, the Scorpion was fitted with a hook under the centre of the fuselage, to engage a crash barrier. This was permanently fixed down. Somebody obviously told the Academy mould-maker that there was a hook, but didn't give him a picture as the kit kindly provides a navy-style tail-hook, without showing it on the



The blast shield looks better in situ



A rather fine squadron emblem!



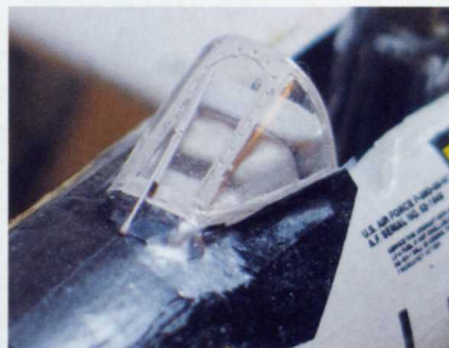
The pilot's rear-view mirror is from a Reheat set



The undercarriage is quite nicely detailed, especially the disc-brakes on the main wheels



The arrestor hook actuator? Answers on a postcard please



Scratchbuilt wiper added to the windscreen



instructions. The actual article is rather like the blade on a very large pruning saw and it protrudes much further down than you'd think was likely. I made it from a bit of scrap shim and from another Reheat fret found a hook to simulate that situated behind the nose, which somehow activated the barrier as the aircraft went over it.

By the time 'my' Scorpion was around, it had been decided to remove the four Hughes Falcons from the majority of F-89Js, which they had carried in addition to the two Genies. This was why. In July 1957, the ADC was called upon to provide F-89Js for a live firing of the Douglas AIR-2 Genie at the Nevada test-site, as part of a series of tests of some of the USA's nuclear warheads. The series was known as *Operation Plumb Bob*. The single firing, on July 19th, 1957, was a success, producing a fireball half a mile in diameter, enough to destroy a fleet of bombers. It was the only live firing of a Genie. And the carrier aircraft got out of the area fast enough, surviving to this day.

So, I had only two pylons and missiles to fit to the model. The missiles I painted white, as that is apparent from photos. But the pylons? I've painted them red, to be colourful, as all I can tell is that they're dark, and may in fact be black. The Genies were the last things to be fitted, after which I gave everything a



spray coat of satin varnish, as that seemed a fair match for the finish you can see in the photos.

Conclusion

The Scorpion remained in ANG service until 1969, having been replaced by the Air Force units by the F-102, from the late 1950s onwards. We should note, however, that ANG squadrons were still receiving F-89Js in the early 60s. By the end of its career the Scorpion had equipped thirty-nine active Air Force units and seventeen ANG squadrons, 1,052 having been accepted. Although the writing had been on the wall for the

F-89 for some time, it had served its country well, both abroad and within the continental USA.

I enjoyed this build. Straightforward, accurate and a chance to see an aircraft from my youth in three dimensions. I shall get a chance to see the real thing in 2008, as I'm going to Dayton, Ohio, the USAF Museum and they've got one.

What about the UFO? I hear you cry...Well, you know the wealth of material you get when you mess about on the Internet! The Scorpion being no exception, you get stories about the times it was scrambled to intercept apparent UFOs. But it gets better, as one

site purports to show sonar images of a Scorpion, minus one wing, and what could be the UFO with which it had collided, at the bottom of Lake Superior. Fact, a Scorpion from Kinross AFB in Michigan had been scrambled on November 23rd, 1953 to investigate 'an unknown object' the traces of the F-89 and the object had merged on the screen. The plane's IFF signal disappeared, there was no further contact and the unknown object's trace continued. Now read on...

SAMI



Italian Aces

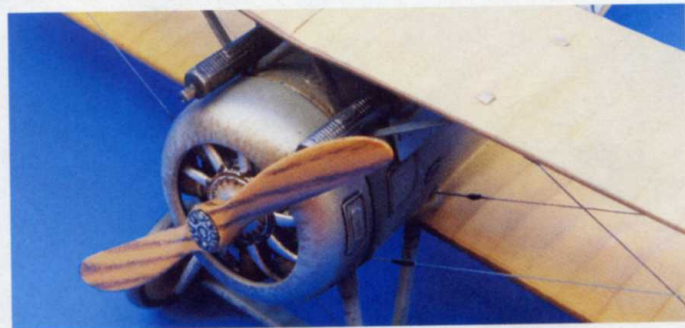
Hanriot HD.1 in Italian Service

History

The Hanriot HD.1, designed in 1916 by Pierre Dupont in France, suffered the misfortune of being a contemporary of famous fighters, like the Nieuport and the Spad. The French, in fact, having already very efficient equipment, preferred to maintain uniformity of material and did not adopt the new design. The aircraft earned its reputation in the squadrons of two allies, the Italians and Belgians, who used the type to good effect during several months of war and on several fronts.

A very clean design, the HD.1 had a mixed structure, with upper wings staggered forward and a square fuselage section, rounded at the top. The original Le Rhône 9J of 110 hp was replaced by various others with more power, in an attempt to improve performance.

The HD.1 was easy to manoeuvre and very manageable, factors that prompted the Italians to select the aircraft for series production in 1916 to meet the new German and Austro-Hungarian fighters. An initial batch of 100 was commissioned, to be built by



Macchi, and the first HD.1s were delivered early in 1917 and the plane began to equip the squadrons in early summer.

The overall superiority of the HD.1 was demonstrated in numerous episodes, including the aerial battle of December 26, 1917 at Istrana, when

Hanriot Group VI demolished 11 German reconnaissance aircraft without suffering losses. The aircraft was adopted as standard and Macchi, after receiving another order for 1,700 units, managed to build 831 before the end of the conflict.

The aircraft equipped also a new



Hanriot HD.1

Scale: 1/48 Kit No: 1102

Price: £5.60

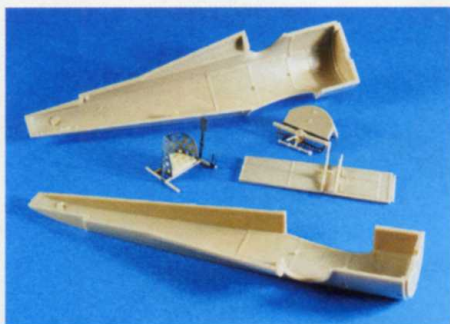
Type: Injection Moulded Plastic

Manufacturer: Eduard

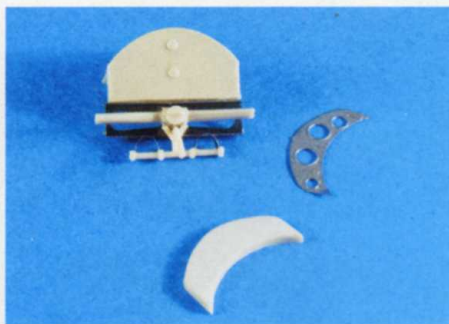
UK Importer: Hannants/LSA

US Importer: Squadron

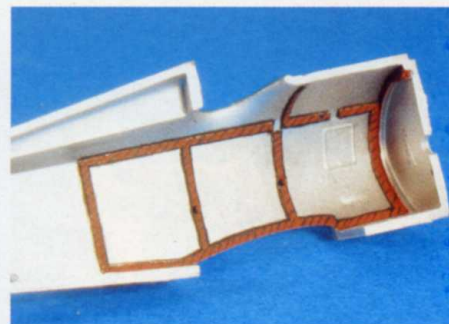




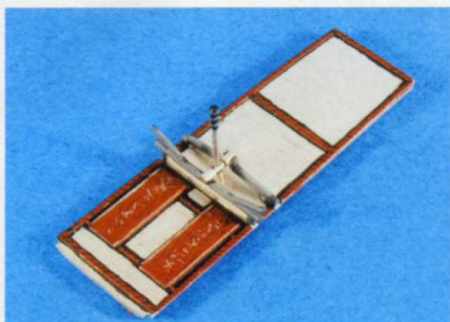
Building from the box presents no problem – when the box is an Eduard Profi-pack



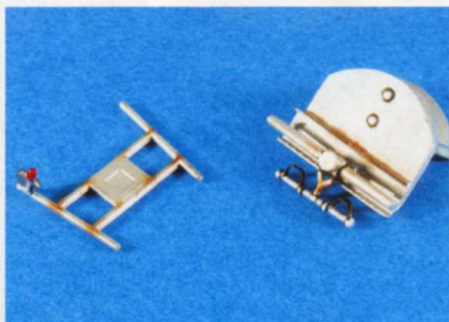
Some nice etched components are included to embellish the cockpit interior



Interior detail has been picked out with Vallejo acrylics



The cockpit floor and stick assembly undergoing painting and finishing



Detail is excellent throughout, with the cockpit particularly well done



The dials were hand painted, although a transparent film is provided

section of the Italian Navy, the 241st squadron, formed in early 1918, with mixed crews from the Navy and Army. The squadron's twelve Hanriots conducted numerous escort missions for units of the Navy, and in the final stages of the war conducted many useful patrol missions in the area around Piave.

In Belgium the aircraft became operational in August 1917 and remained in service until 1926. Belgian aviators unanimously agreed the HD.1 was the best fighter around, even preferring it to the British Camel, which was rejected in early 1918

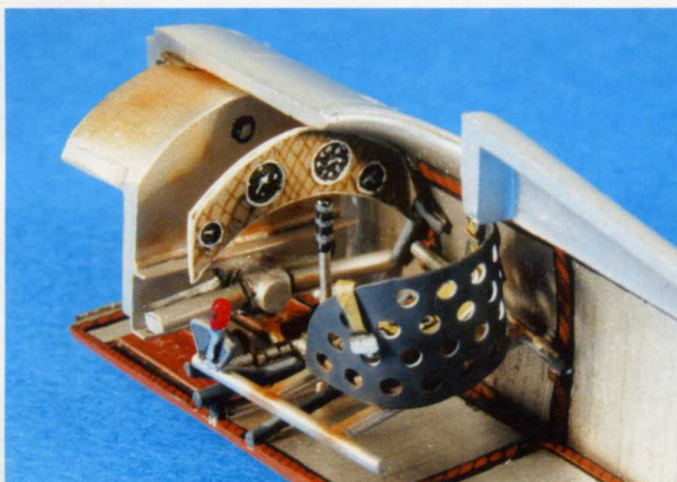
Despite the initial lack of interest, the HD.1 also saw service in small numbers with the French forces.

Construction

The kit that I chose was from Eduard's growing range. The fit of the parts is perfect including the struts for the wings, which is often one of the major problems with biplanes.

With this article, the purpose was to build a kit without any aftermarket additions. When I started to think about what aircraft I was going to choose, I opted for the Hanriot HD.1 from Eduard, not only for the exceptional quality of its manufacturer, but also for the interesting markings. One problem I found was the scarce graphic documentation of this type, and nearly all the information I got of this little-known aircraft was sourced via the Internet

Starting with the interior, construction was pretty easy, and the mixture of plastic, resin and etched parts provided built up nicely without any complications. The interior was



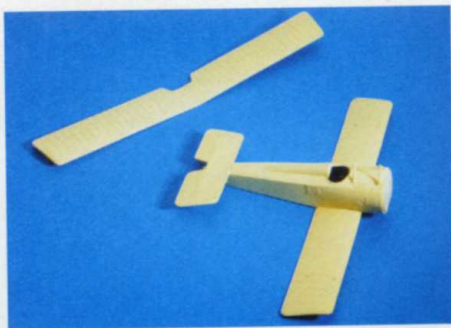
The finished cockpit interior assembled and ready for the fuselage to be joined

carefully hand-painted in Aluminium, with Vallejo acrylics for the wood framing. I used the etched part for the instrument panel, but opted to paint the dials by hand. With the interiors varnished in matt, I was soon able to join the fuselage halves, which fitted well and went together without any problem.

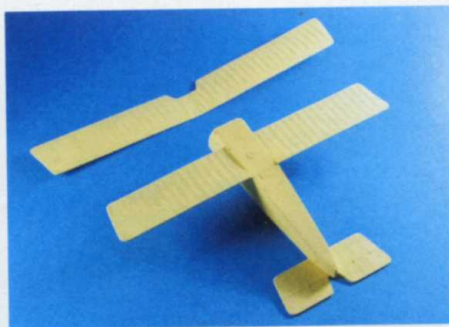
The lower wing and rudder were added next, but in order to make the painting easier I left off the upper wing until the colours had been applied – which also facilitated the painting of the struts.

Once I had filled and sanded the parts I found and cleaned up some small blemishes, although very few, thanks to the excellent quality of the kit.

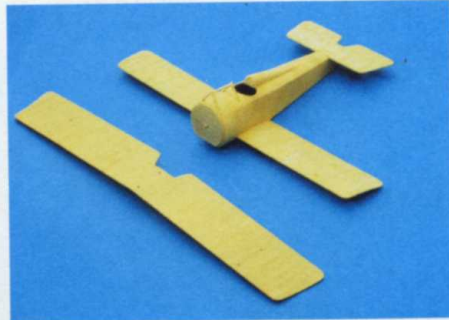




The airframe is virtually complete, and the top wing will be added later



Thanks to the well-engineered parts, little clean-up was required before painting could commence



Subtle shading effects have been added using the darker and lighter mixes on top of the base colour



Parts for the engine and cowling – these were painted and added towards the end of the build



The undercarriage assembly. A simple construction of etched and plastic parts



The engine paints up well, and a black wash highlights the detail nicely

I proceeded to build the legs for the landing gear. This is pretty simple, and consists of three plastic parts and two small pieces of photo etch. The important thing here is to check alignment with the fuselage. Once this was complete and attached to the underside the rest of the kit was built and painted as separate sub-assemblies.

Painting

The first job when it comes to painting is to mix up the correct colour. This was obtained with a mix of Gunze Sanyo Radome, with a bit of matt orange and white added. I made three different mixtures to give different shades to the fabric, with the main shade being 70 – 80% Radome with

more white for a faded appearance, and more orange for a brighter look.

The next step was to paint the Italian national insignia on the wings, because the effect is better than if decals are employed. Firstly you will need low-adhesive tape, and while Tamiya's is good, I find a transparent tape is better for accurate placement, and this is easy to obtain from stationery shops and crafts specialists.

Tape the sheet of adhesive paper down firmly to a desk top, and then commence cutting circles with a compass cutter. Start with the smallest circle first and work outwards, basing your measurements on the kit's decal sheet. Try to ensure the sheet you are cutting is firmly fixed down after every cut, in order to ensure you get accurate

rings.

Once the circles are cut you can start to paint, working backwards from the outside to the centre. Start by applying the large hollow circle, and fill this with green, then add the largest ring you have cut. This will mask the green, and allow you to spray the white. Repeat with the rest of the insignia, and you should end up with neat markings, with a minimum of fuss.

At the same time as painting the roundels I also painted the bottom of the wings and the rudder, with the colours of the Italian flag using Tamiya acrylics X7, X5 and X2.

The ribs were highlighted with Tamiya Khaki Drab XF-51. I put a thin strip of masking tape either side of

each rib before applying a short pass with the airbrush in the area between the two tapes.

Finally, I masked all the kit except the front, which was painted in a metallic colour, bearing in mind these metals had a matt finish. As in the interior, I mixed aluminium with a little grey one and diluted with alcohol.

The next stage was to hand paint the artwork on the sides. I used the same transparent paper as with the national insignias and using the decals as a template cut out the shape for the deck of cards. This basic mask was attached to the fuselage side, and the shape of the blank deck was sprayed on in white. Once dry, the details of the cards were hand painted in with a very fine brush and a steady hand.

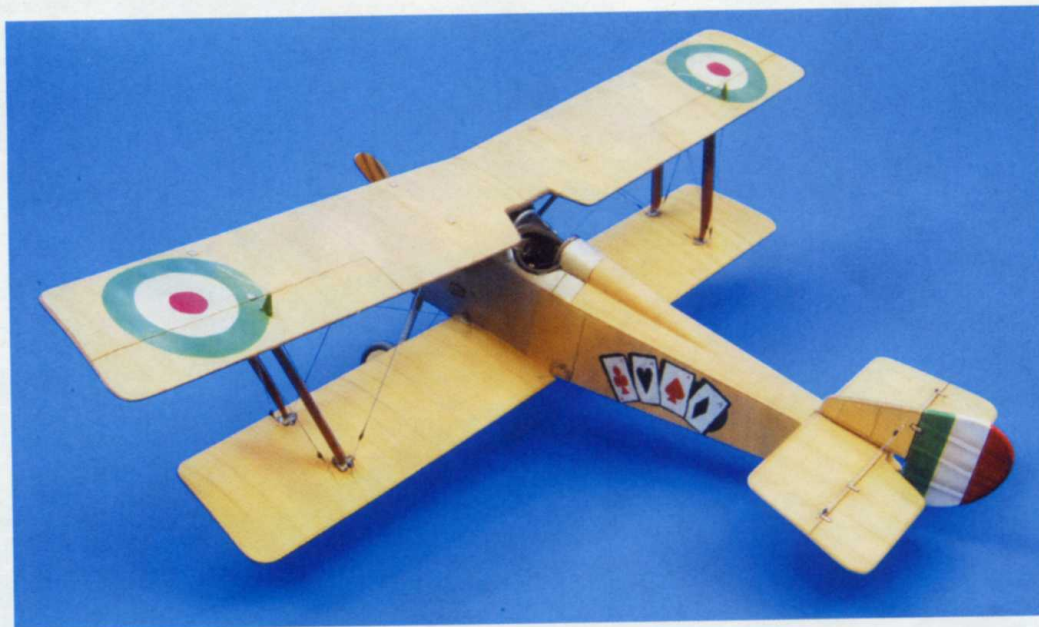
Weathering

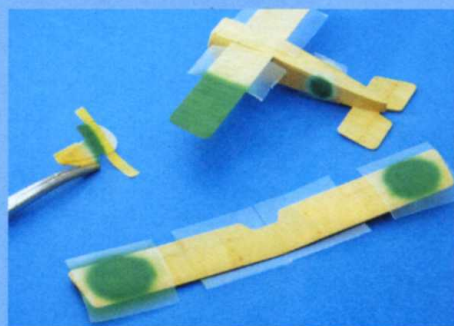
I prefer not to use oils or powders, opting simply to use the Airbrush to depict staining and weathering. Firstly I started with Tamiya black acrylic paint, mixed with brown to obtain a dark chocolate shade. This was diluted heavily and carefully used to depict the exhaust smoke and heat damage in the area next to the engine. I also added some fine misting to simulate the dirt and wear achieved by these aircraft, typical of the conditions in which they were used.

To achieve a 3D effect weathering was finished off with a careful dry-brushing in a lighter shade of the brown mixture on all the areas of high relief.

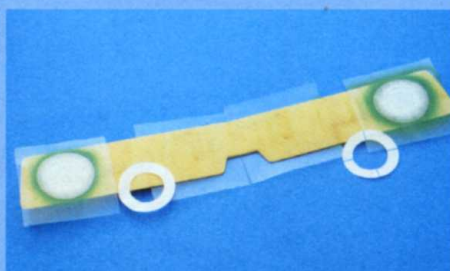
Finishing

To complete the model, the only jobs left were to paint the wheels, engine

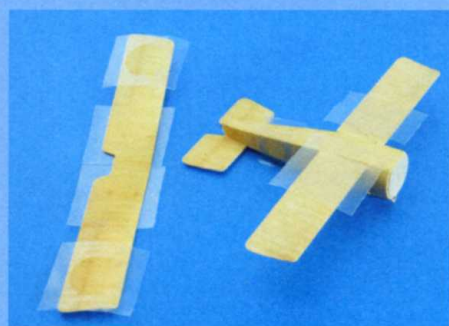




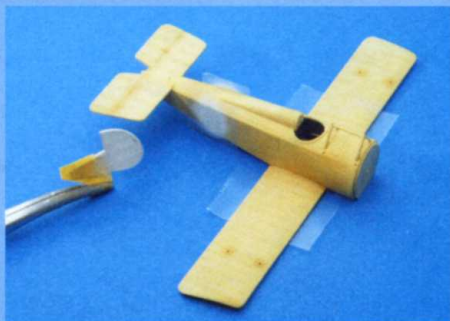
Here the green has been applied, and the outer rings are about to cover it



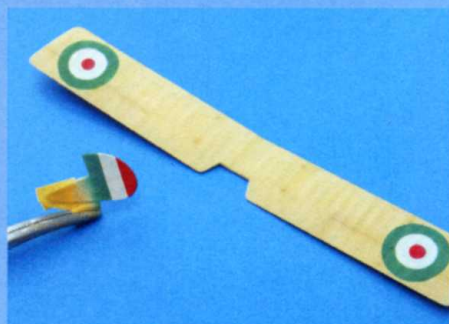
The green is now masked, and another coat of white has been applied



The hollow circles have been applied to the wings and sides. At the same time, the wing under surfaces are masked and ready to spray



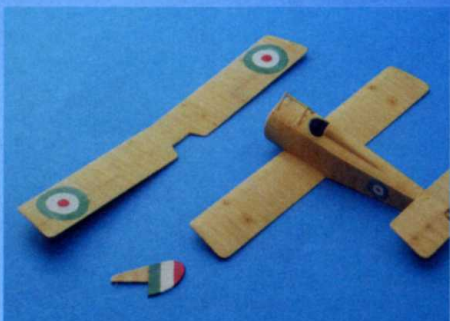
White has been applied to the rudder and the fuselage roundels as a base before applying the top colours



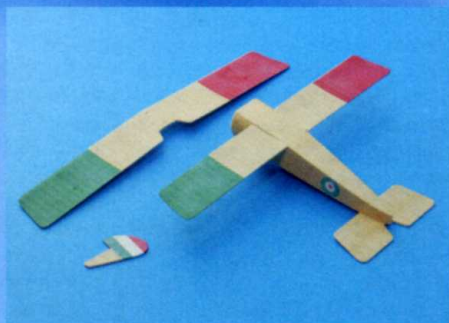
Finally the red. The advantage of painting national insignia is that the tone can be varied to match the faded painting and weathering



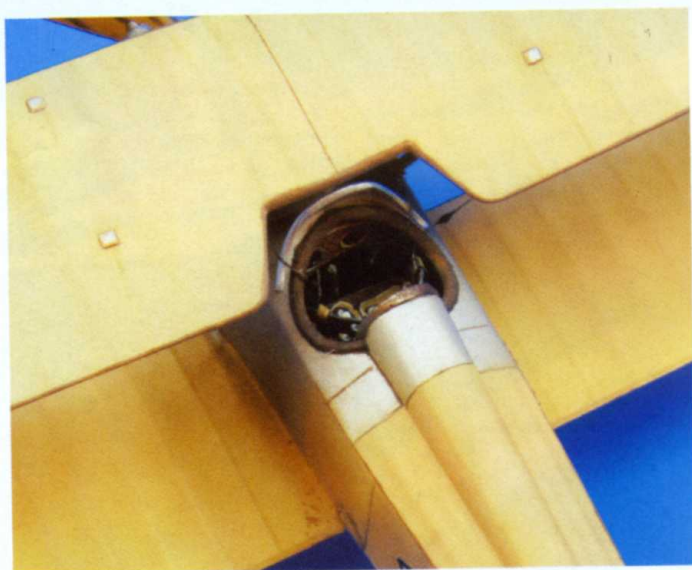
Nothing gives that 'painted on' look quite like... paint



Colours and insignia applied, the aircraft is ready for the next stage



National colours have also been applied to the lower wings



and propeller, and to add rigging to the wings.

The wheels were painted with the same basic colour as the airframe, with a darker shade lightly sprayed in the centre. Indications of the spokes beneath the fabric were made with a brush, and the tyres were also brush-painted, black initially, with an overspray of grey to give the appearance of wear in the parts that had contact with the ground.

The engine was first painted in bright aluminium followed by a wash of heavily diluted black paint.

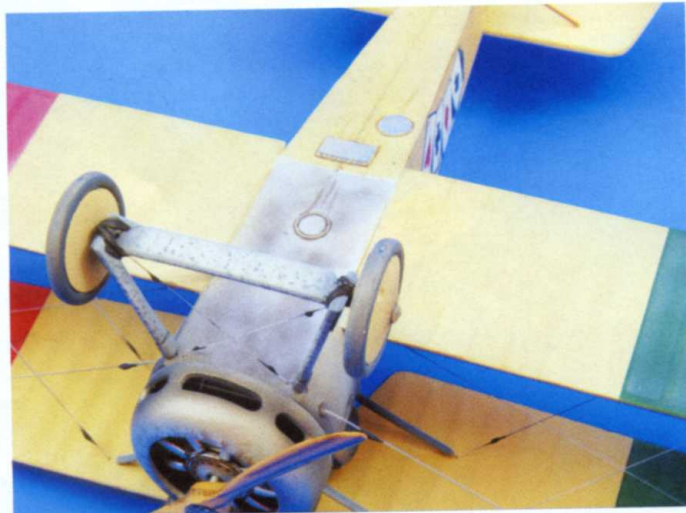
The propeller was painted entirely by brush, firstly with an all-over coat of Vallejo 819 Iraqi Sand. Onto this was brushed a darker shade, heavily

diluted, and finally another diluted coat of the Iraqi Sand to simulate grain.

Before painting the model, I had drilled small holes - 0.3 mm - ready to accommodate each rigging wire. Stretched sprue was cut to size and superglued into place, and this was then tightened by carefully holding a source of heat next to it. Two things are important when using this method. Firstly, the superglue needs to be dry before the plastic is heated, and secondly, take great care when applying the heat, as the thin stretched sprue will easily become misshapen and melt.

A final coat of matt varnish, and the model was ready for the showcase.

SAMI





Get 'Em Started...Older...!

Last month, I talked about the IPMS *Make and Take* programme, designed to encourage young people to start our hobby. This month, I'd like to turn to a relatively new programme for IPMS/USA that is encouraging adults to start or return to modelling. This programme is simply called *The ABCs of Modeling* – ABC standing for Adult Building Course.

The ABC programme is a package designed to be used by local modelling clubs to teach the basics of modelling to adult beginners, or to re-introduce former modellers who are ready to return to the fold after an absence (often for bed, booze and bikes.....ahem, so I've been told....). Adult modelers are more likely to have the disposable income to buy the tools and kits they need, and also to join a club that offers modelling help and the camaraderie of membership. The ABC was created by Tony Ivone of Florida and Lee Forbes in Texas in 2004, and

provides clubs with a detailed resource to attract and retain new members.

For a reasonable fee, ABC participants take part in a structured, 6-lesson course, where each student builds the very same kit. This allows the instructors and students to concentrate on technique, rather than struggle with the idiosyncrasies of 7 or 8 different kits. The first lesson introduces the newbie to the world of modelling and its history, even before opening the box and fondling the parts. Working with a simple standard tool kit, construction is continued step-by-step right through to completion in Lesson 6, covering topics such as seam filling, canopy masking, decaling and airbrushing. When the student completes the course, they should have a good understanding of what is involved in researching, building, and finishing a model, which would give them a leg up on me...

This course has been run successfully by clubs across the US, and has resulted in an increase in club membership and heightened the enthusiasm of existing club members. Experience and data has shown that a large percentage of graduates of ABC courses not only join the local club, but also become advocates of the club, participating in club events and even holding office. It is a win-win situation for all concerned.

Course graduate, Jeff Faucett of Texas tells of his experience with the ABC course:

"I started modelling when I was about 10. I slowed down a bit in high school and then stopped completely when I joined the Navy. After the Navy I picked up the hobby again at age 25. I was in a hobby shop and one of the employees mentioned it to me. I got in touch with the guys listed on the flyer and signed up.

I learned how to work on seams, how to do some research on the subject being modelled, that there is a supply of after market parts, learned about scale, that there were resin kits, and that metal finishes were not that far out of my reach.

I was completely unaware of the existence of the local club before the course and I didn't know anything about IPMS. I joined the club - in fact, the fee to take the ABC course paid for my membership in the local club as well as the model and some materials I used in the course. Since I graduated from the course I have become the Vice President of the club, joined IPMS and attended my first National Convention.

There's more to modelling than just slapping them together, and my enjoyment of the hobby has increased 10-fold. I've met a new set of friends, and I've turned into a 'collector-builder.' I'd recommend the course to



Lee Forbes conducts an ABC class

anyone who hasn't modeled in a long time, or who is looking for a way to learn more about modelling."

Now, it is a fact that some clubs have unique and interesting programs which may accomplish some of the same goals that the ABC programme addresses, but ABC is perhaps the first time such a programme has been codified and submitted to IPMS for national and international consideration. International clubs or societies that wish to examine the ABC



Tada! A finished Zero by novice Dick Compton of Texas

programme in more detail should contact Dick Montgomery, IPMS/USA's Director of Local Chapters, or Glen Broman, Director of Foreign Liaison for more details. Please see the IPMS/USA website at www.ipmsusa.org for contact details.

Many clubs report that they experience problems in attracting and retaining new club members. This programme directly addresses that issue. With a proven record of success, it behooves clubs around the globe to look at the possibilities that The ABCs of Modeling programme presents.

SAM



www.ipmsusa.org

Shows USA

June 7th, 2008

King Con 2008

Briarcrest Christian School, 6000 Briarcrest Ave. Memphis, TN
Presented by IPMS/Tennessee Road Warriors
Don Moss 901 682 9402

June 7th, 2008

West Central Missouri Modelfest

Holy Spirit Catholic Church, 1800 SW 150 Hwy. Lees Summit, MO
Presented by IPMS/ West Central Missouri
Ron Reynolds 816-537-4558

June 7th, 2008

Pikes Peak Model Expo

Weisbrod Air Museum, 31001 Magnuson Ave, Pueblo, CO
Presented by IPMS/Centennial
Dekker Zimmerman 719-473-6910

June 14th, 2008

Silverwings Swapmeet

Joseph Kerr Middle School, 8865 Elk Grove Blvd, Elk Grove, CA
Presented by IPMS/Silverwings Sacramento
Art Silen 530-753-3265

June 14th, 2008

Minicon 2008

City of Ontario Senior Center, 225 E. B Street, Ontario, CA
Presented by IPMS/Ontario, CA
www.ipms-ontario.org

June 20th-21st, 2008

IPMS Metro Atlanta Model Expo 2008

Cobb Civic Center, 548 S Marietta Pkwy, Marietta, GA
Presented by IPMS/Marietta
www.ipmsmetroatlanta.org

June 21st, 2008

San Diego Model Expo '08

San Diego Air & Space Museum Annex, 335 Kenney Street, El Cajon, CA
Presented by IPMS/San Diego
www.ipmssd.org

June 21st, 2008

3rd Annual Peninsula Model Show and Contest

Fort Worden State Park Building 204, Port Townsend, WA
Presented by IPMS/North Olympic Peninsula Modelers Society
www.nopms.net

July 27th, 2008

IPMS Dragon Lady Model Classic

Plaza Room, 210 Julie Drive, Yuba City, CA
Presented by IPMS/Dragon Lady
Don Terbush 530-674-8194



Participants puzzle over the exact shade of Aotake....



The Easy Models range are excellent models if ready-made is your bag. Selling at around £6.00, they are good basic models, although featuring nothing like the kind of detail possible with a construction kit and aftermarket accessories

Undercover

A 1/72 Diorama – Germany 1945

As the air war intensified over Germany some obvious targets for Allied Bombers were the German fighter airfields. So, where possible, fighters were moved to wooded areas next to Autobahns which then acted as runways. Photographs of aircraft hidden away appear in a number of reference books in my collection and I had often thought of building a diorama but that was as far as the idea got.

Then, a year or so ago, a chance visit to the model shop near Haworth station provided the impetus. This shop is an Aladdin's cave, with narrow aisles and shelves packed high with model kits of all kinds, planes, boats, vehicles and railways. It was purely by accident that I came across a model in 1/72 of a Bf 109 fully painted, fully assembled, ready to display for £6.99 – a bargain by anyone's standard.

For months it stood on the mantelpiece and then a chance discussion with a work colleague resulted in the acquisition of an army camouflage scarf, which could be cut up making ideal camouflage netting for a diorama.

As I exhibit on the model railway circuit it seemed logical that the area could be served by narrow gauge railways, particularly if there was an existing narrow gauge line in the vicinity.

It therefore seemed right to create a scene where the aircraft are in lairs cut into the woodland with a narrow gauge track winding in and out of the trees being used to supply fuel, arms and spares to the aircraft.

Constructing the diorama

There are three boards, each consisting of a frame of 1" x 2" softwood timber covered by art board (a very light but firm sandwich of foam with paper either side). It might not sound it but it is quite strong, easily cut and virtually anything can be stuck to it using white wood glue. It is also surprisingly resistant to water so if a board gets a bit wet being carried into an exhibition it will not fall to bits – believe me that fact has been tried and tested.

The boards are joined together by using Red Dog locating dowels and 6mm bolts with wing nuts. The structure sits on three-foot high trestles which give a good viewing height for the public. The back scenes are, again, art board, painted by my daughter, Sarah. Lighting is supplied by two Ikea clamp-

on lights set on steel tubes arranged either side of the 8'x 8'scene, which give almost daylight illumination. One thing that you can not rely on at exhibitions is the hall lighting so any project built with exhibiting in mind will benefit from being self-contained, and using its own light source.

Trees

2007 has been an excellent year for trees. I have never known them so lush and green and with so many mixed colours. So, studying tree shapes I have tried to recreate this effect by using a random mix of trees from a variety of sources, intermingled with scratchbuilt models made with twisted wire and foliage netting. The resulting mix of random, planted trees give a good indication of varied woodland which



Easy Models' Fw 190D-9 drops in for a visit

Photographs © Ian Gibbs and Hugh Norwood

References

- German Jet Aces of World War 2 by Hugh Morgan and John Weal
- He 111, A Documentary History by Heinz Nowarra
- Me 262 Volume One by J Richard Smith and Eddie J Creek
- Bf 109D/E – Osprey publications
- Focke-Wulf 190 – Osprey publications
- German Armoured Trains in World War II by Wolfgang Sawodny



Airfield equipment can be sourced from a number of companies. Luftwaffe scenarios can also benefit from the Germans' acquisition and use of material from most of the nations with whom they were at war



Aircraft, locomotives, and military vehicles make a heady mix, but it is the almost incidental appearance of the Bf 109 in this scene that makes it such an integral part



An eclectic mix of markings visible. The Easy Models range is extensive, but a few HobbyBoss kits and an AeroMaster sheet would make an affordable, and authentic alternative



This diorama is all about the impressions – and this image conveys exactly what the modeller had in mind, with the aircraft visible at rest through the trees



Lighting effects enhance the scene and convey the image that originally inspired the diorama – the dappled camouflage effect of the netting on the aircraft hidden beneath



With companies like MAC, Roden and Attack producing kits in 1/72 of almost every Axis vehicle, scenes like this can be created with little problem

will change from exhibition to exhibition as I add more trees when I find the right shapes.

Aircraft

The 109 that started this diorama was an Easy Model model from their 1/72 platinum collection. The models featured in *Scale Aviation* are always so well detailed that I would not try to compete, but the Easy Model range gives me the chance to feature aircraft in a setting that I hope portrays the feel of the era to the general public.

The aircraft include various Me 109 and Fw 190s, all from the Easy Model range. Yes, I know it is cheating but the overall effect gets a lot of good comments from the public.

Work is continuing to paint ground crew, build fuel bowlers, weapons dumps and the like.

The Railway

Without lingering on this alien subject – to many regular readers at least – the locos and rolling stock consist of a variety of Liliput, Roco and Egger ready to run units along with plastic, white metal and resin kits. My particular favourite is the Roco, steam loco BR798. Finished in German Army grey, the details are exquisite. In total contrast the light rail mounted armoured cars look like something from *Back to the Future*. These models, supplied by Liliput, are gauged for HO track but look very much the part when fitted with a narrow gauge motor and certainly attract interest from the passing public.



The foliage, clutter, and the winding narrow gauge railway track set the scene for the Bf 109s

For control, I used Gauge Master controllers, a dual controller to power one of the circuits and a bit of track at the side for wheel cleaning and a hand held controller for the front board. Why Gauge Master? Simply their units are effective, reliable and have a lifetime guarantee.

Clutter

Oil drums and boxes of spares, ammunition and so on is from Ten Commandments. If you mix their range of OO and N railway accessories you end up with a variety of different sized boxes, drums and so on, which adds to the realism of the scene. Figures are mainly white metal purchased at war gaming fairs. It is difficult to get figures of soldiers not in warlike poses but there are a few from some of the smaller supplies. Airfix, of course, have just re-

issued their Luftwaffe Ground Crew set, together with an aircraft, truck, and tents. These will soon find their way onto the diorama.

SAMI

Editor's Note

This is, of course, a model railway, although for the purposes of this article, it is presented as an aviation diorama – which is essentially its reason to be. Hopefully readers will find the idea of a 'working' model of sufficient interest not to put pen to paper and castigate the Editor for indulging his secret passion for trains and tanks...



Look out below. Good job it's not a Typhoon...

Southern Expo 2008

The weekend of March 15th and 16th saw the return of the Southern Expo to its traditional venue in Hornchurch, Essex.

Organisation was superb, a good turnout braved the rain and came to the show and everyone had an excellent weekend. The show raised £3,500 for the St Francis Hospice.

Senior best in show was won by Mr. Phillip Ware, from IPMS Milton Keynes with a 1/144 Trumpeter F-86 Sabre, which had the Editor nodding sagely and saying things like 'I told you so.' Junior winner was Rob Wood, with a KV-2, which is a sort of tank for those aviation purists who don't like to dabble in such things. Best club was IPMS Thames Valley, and best trade stand was won by MDC, so well done all round. SAMI would like to thank all parties responsible for a cracking show, and we hope to see you again next year.

SAMI



Pictures by Gary Hatcher and David Francis

The Fw 190 was one of the most common types on display. This example was particularly fine



Mr. Mike Williams (left), and a number of aircraft familiar to readers from his recent articles and reviews



An excellent range of models was presented by the club stands



Avid Reader – another regular on the show scene – offering a wide range of titles for both aviation and military enthusiasts



This Trumpeter Wyvern was seen on the Thames Valley stand



LSA models brought along a huge selection of Eduard and other products



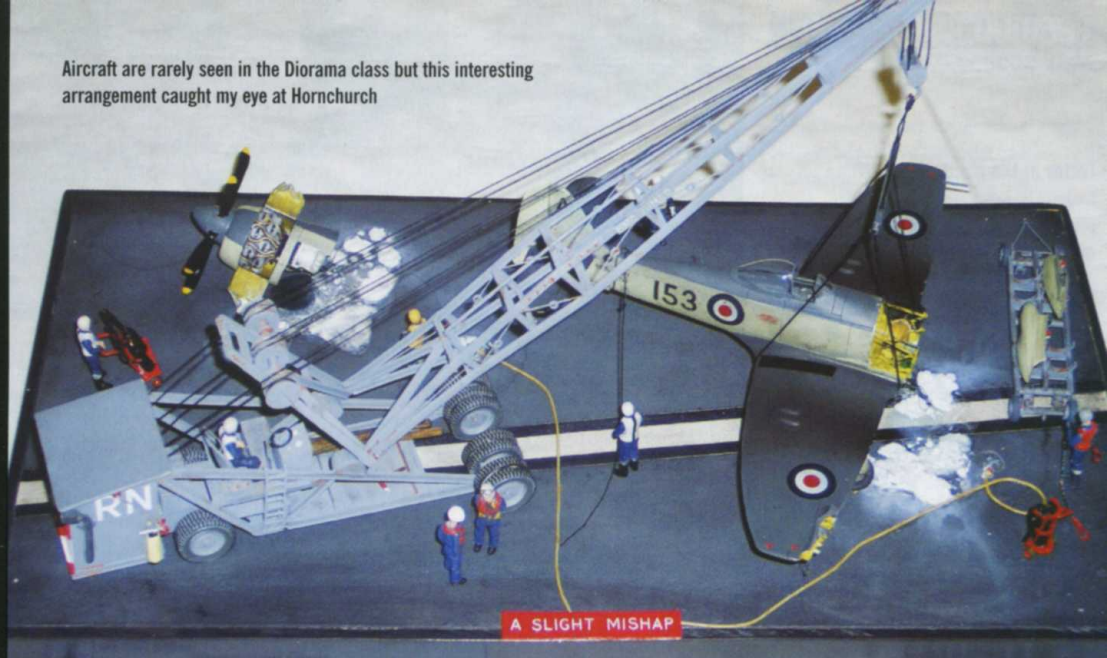
Mr. Ray Thomas previewed Vintage Fighter's 1/24 Thunderbolt, exciting much interest from the large scale fraternity



A new company had these nice 1/200 HS 748s on display, in no less than 22 different airliner schemes



'No, it's not number 324...' the show hosts read the raffle results, but SAMI reporters fail to win anything



A very attractive Tutor from the association of London Modellers



This 747 was seen on the Barnet stand



New Nimrod sheets were walking off the Model Alliance stand all weekend



IPMS were in attendance to help put the stamp on the show



Mr. Bill Clark brought his model shop with him. Hopefully he'll have some more features for us soon?



Mr. Models' 'wall of kits' seems to make it to most shows, and is always a busy spot for shoppers



SAMI reviewer Paul Janicki, getting hungry around mid-afternoon, contemplates devouring his Xtrakits Canberra PR.9



A real blast from the past - a Fairy Rotodyne this one featured working propellers and rotors

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Whiting receives a selection of paints from the new Revell Aqua Color range.

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Limited. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

1/16 scratchbuilt model of the same aircraft



Staggerwing in the fighter collection at Duxford

Inside Dope

LETTER OF THE MONTH

When I was a child my father was a ticketed engineer at the old Croydon Airport. To a child this was an everlasting feast of enjoyment, and I spent all my free time in and out of the various hangars and occasionally – joy of joys – a flight. The light aircraft I came in contact with all had wooden props, mostly covered in fabric which was painted light grey, and the finish was glossy.

I was interested to read a letter in your magazine about the procedure of doping fabric. I have no doubt the description was accurate for the present day, but in the 1930s it was far more basic. After the fabric had been sewn to the frame a coat of red undercoat dope was applied. This was very thick and was put on with a large decorator's paint brush, pressed hard against the fabric to make it penetrate as much as possible. It was this method that gave any fabric visible inside the aircraft a rather blotchy look. The top coat, generally silver, was sprayed on in the usual manner. No masks were provided

and the only concession to health was the provision of free milk. Whether this helped in any way I have no idea.

The war came, and for a time – before I reached calling-up age, I worked as an apprentice at the Airspeed factory at Christchurch. There I often watched the paint sprayers putting the camouflage patterns on the Oxfords. This was done entirely freehand without recourse to masking of any kind, so when modellers talk of a pattern being right to a fraction of a millimetre this is nonsense – especially in the larger scales.

In the RAF I trained as a Flight Engineer, and while waiting for my course I was posted to a Beaufighter training squadron to gain some experience. There the aircraft were painted all-over Night Black. To make it non-reflective this finish was very rough – so rough in fact that if you knocked the back of your hand on it hard, it would take the skin off. I often wondered how many miles per hour that finish knocked off the top speed.

My initial flight training was on Catalinas. This came to a sudden end when we tried conclusions with a

mountain in Scotland. The only good thing to come out of this was that when I came out of hospital I was transferred to Mk V Sunderlands in 209 Sqn. This was a truly outstanding aircraft, pleasant to fly in, immensely strong and capable of taking a great deal of punishment. They were finished in white for the most part, with upper surfaces in the standard pattern of Medium Sea and Dark Sea Grey. The reduction gear casings were usually gloss Medium Grey, and the exhausts were fishtails that came from the top of the engines. The hull, up to just above the waterline, was painted with a lanolin grease to combat salt corrosion. Any impurities in the water used to cling to this, with the result that the waterline became filthy.

Now for a few general observations. Firstly, during the war years, I never saw any aircraft of British manufacture that were not painted standard cockpit green inside. Any armour plating was given a round splodge of yellow as identification.

Finally, there is one thing that so many modellers seem to get wrong. I have seen the collector rings on the front of British aero radials painted in every hue from bright red to silver. These rings were made of mild steel, and became discoloured as soon as the engine started for the first time. In a week or two this colour turned to a dark brown with an irregular shiny black patina. Whether it was the heat I do not know, but they never seemed to go rust colour in the accepted sense of the word.

The most realistic way of showing this I have found is to paint the ring matt Medium Brown. Next take a pencil and scrape the lead from it onto a glass surface, rub the granules onto some cotton wool, then rub this onto the ring. The same process can be used on the exhaust stubs on an inline engine.

Well, there you have it. I shall be 84 years old in May and am still modelling. I scratch build in the larger scales, 1/24 or over, and am still getting pleasure from it – which is what it's all about.

W.R. Whiting
Herts, UK



Battle of the Bulge

I have some advice for your reviewer, and for modelers generally. Always check your references before investing hours of time and your valuable skills on any model.

The MiG-3 from Trumpeter has a serious error in the forward fuselage. Try this – take a length of tubing scaled to represent the blast tube of one of the thirty caliber guns. Insert it into the trough and see how far it will go. If the kit is correct, those units are about 6" long. I have some fairly clear photographs of the MiG-3 and, while there appears to be a slight bulge over the ends of the gun tubes, there is



nothing like the great humps depicted in the kit. The rest of the bulges also appear to be overdone.

If memory serves me, these bulges first appeared in the 1/72 Airfix kit of this aircraft. They are also prominent in the Classic Airframes 1/48 offering. I was able to make an acceptable model from this kit and I hope to be able to do even better with the Trumpeter kit in spite of its flaws, particularly with the Jadar etched brass. (S48-061) This is designed for the ICM kit which I cannot locate, but I'm sure I can make it work. Airfix is definitely the origin of those



absurd bumps which are supposed to be the louvers in the upper forward fuselage of the ESCI/Amtech/Italeri Hs 123. Your reviewer missed this, as well as the error in the gun troughs. They appear to be much too long.

I believe your readers rely on your publication for critical reviews of new kits being offered, and would be better served by reviewers making sure that the kit was accurate and warning them either to avoid it, or be prepared for surgery.

One final comment. Some of your readers have criticized you for covering



subjects which are not actual aircraft. I agree that you should not devote space to tanks or race cars. But, anything that might be found at an airfield should be legitimate. This would include 'follow me' vehicles, refueling trucks, firefighting equipment and bomb trolleys.

Wilmer E. Windham
Montana, USA



I ask the review team to build from the box, and present an appraisal of the contents. I have discussed this issue with several modelers, and opinion differed as to whether they felt the problem was significant. Naturally we welcome feedback on this, or any other, matter. Beyond this, space and time preclude the kind of in-depth study needed to guarantee any kit is 100% accurate. In the meantime if anyone has an Airfix MiG-3, we would love to see a picture – Editor

SuE Who?

The *Sailor Sue* Super Etendard article in the current SAMI magazine is excellent! I really enjoyed the modeling article, profiles and all, but I would like to add one more model to the 1/72 kit list. I have in my collection a kit that was made in Japan: 1/72 Dassault-Breguet AMD Super Etendard by SUNNY TRI-S (I'm not sure if the company is SUNNY, TRI-S, or SUNNY TRI-S).

I purchased this kit used in 1995 and I have no idea when it was originally produced. The kit comes with nicely recessed panel lines, a standard cockpit for the time, deep main gear and airbrake wells, and a full complement of stores including one large drop tank, two smaller (but still big!) drop tanks, one Exocet and two Matra R550 missiles.



There are two canopies provided, though they differ only slightly. Instructions are only in Japanese.

All in all it is a very nice looking kit. I have no idea how this compares to the Academy kit, or whether it may be from the same moulds, as I don't own that one.

Don Hinton
Washington, USA

Whatever Mex

Regarding the comments made by Andy Sheppard about the London Model Engineering Exhibition, I agree that plastic modelling had been represented at the *International Model Show* and the *Model Engineering Show* in the past. That show was run in later years by Nexus Special Interests Ltd. It exhibited at the Wembley Conference Centre, Olympia and Alexandra Palace. In the year 2000 Plastic Modelling was excluded by Nexus. In the last few years

its venue was Sandown Park. Last year was its nemesis. The London Model Engineering show is run by Meridienne, based in the Midlands, and they invited and welcomed the four model clubs I belong to to display at Alexandra Palace this year. It was the first time at this show and with this company that plastic modelling had been represented. They are two different shows run by different companies.

Brian Boot
By Email

Ground Cover

My letter is related to Mr. Mark Gent's comment published in SAMI's Feb '08 issue, with regard to future coverage of vehicles/ground equipment related to aviation.

Albeit I concur totally with Mr. Gent that SAMI's focus must be aircraft, I also believe that this subject matter would be very useful and within the scope and intention of this magazine, and above all of its readers and subscribers. I might suggest that initially this should be limited to the 'fixed' sections of the magazine, as for example *News, Previews, Reviews, Accessories, and Decals*.

It would be great if also aircraft weaponry could be included in the scope of this topic expansion. Feature articles and special inclusions (like the current *Profile* series) should be reserved to aircraft only. In this way, it could be ensured that focus is kept on the key



goal of the magazine – static aircraft modelling.

Maybe it would be useful to conduct a survey among readers/subscribers to know what the general opinion is, before jumping into the project.

Diego Patricio
By Email



Rolling Thunder

A couple of comments regarding the pictures of Angelo Picardo's 1/32 P-47. Although very nicely finished, there are a couple of errors. The main one is that all European based P-47s did not have the DF antenna behind the cockpit, especially those of the 56th FG as these were mainly fitted to those over the CBI and Pacific arenas. Secondly, the wheel detail showing 'spokes' on the outward facing side of the wheels is a bit suspect to me. I have never seen pictures of such wheels in any Jug-related reference. Could it be that Trumpeter have erred here or has Angelo used the wrong wheel half on his model?



Regarding Space subjects in *SAMI*, please no. I have nothing against such a subject but it is not what I'd like to see in the title. I feel it should be left to sister magazine *SMI*.

Paul Janicki
Via Email

Monster Mistake

Once again Anigrand have got their facts wrong (*SAMI* Vol. 14 Iss 4 April 2008, page 310). They have made the common mistake of calling all ekranoplans 'Caspian Sea Monsters.' The Alekseyev Lun (Russian for Hen-Harrier) was an eight-engined missile-launching ekranoplan that weighed in at 380 tonnes, had a length of 73m (240 ft) and a wingspan of 45m (148 ft). The real Caspian Sea Monster was the 544 tonne Alekseyev KM – a ten-engined monster with a length of 100m (330 ft) and a span of 40m (130 ft). The Soviet designation 'KM' stood for *Korabl' Maket* – Russian for 'Mockup' or 'Prototype' Ship. The US picked it up on satellite – and it was they who christened it *Caspian Sea Monster*. Soviet journalists then very conveniently changed the



meaning of 'KM' to *Kaspeyskiy Monstr*.

Until the advent of the Antonov An-225 (640 tonnes max take off weight) and the Airbus A-380 (560 tonnes), the Alekseyev KM was the biggest flying vehicle in the world! I'm looking forward to Anigrand's LUN – it will make a nice companion to Revell's A-90 Orlyonok in the same scale.

The A-90 was a much smaller (125 tonne) assault ekranoplan – also emanating from the design bureau named after Rostislav Alexeyev.

Ken Duffy
By Email

Mex Squared

Glad to see that you have printed Brian Boot's report from the London Model Engineering Exhibition. You may be pleased to know that the feedback all the clubs involved in this exhibition received was only positive.

When I turned to the feedback section I noticed a email from Andy Sheppard and his comments about this exhibition. I just want to put the record straight because I think Andy is making the same mistake as myself. This event was organized by a professional company that organizes exhibitions called Meridienne. When I had first contact with them I made the mistake of saying that this show was the same show that Andy seems to think it was.

Meridienne went to great pains to point out that this show is called The London Model Engineering Exhibition and is only a recent event in the capital.

They have no connection with the former model engineering exhibition, which was organised by Argos Publications (I think) and staged at the Wembley Exhibition Centre. Just like Andy, my club, West Middlesex, attended this show over many years back in the 1980s. Unfortunately this show ceased and does not exist any more.

So just to make sure that there is no confusion The London Model Engineering Exhibition is the only one in the capital at this present time and has no connection with the former. It will be held again early next year and we hope to have the same clubs attending, and some additional clubs who could not be fitted into this year's show.

Once again thanks for publishing the report on this show and we hope to have more coverage for next years show.

Tony Horton
West Middlesex Scale Model Club

Counter Blast

May I comment on the last paragraph of David Francis' otherwise fine article on Tamiya's 1/48 Storch in *SAMI* 14:3. Although receiving a kit four weeks before it reaches one's local hobby store might be important to a reviewer, I suspect that, like me, most modelers have plenty of unbuilt kits to work on in the meantime. It is far more important to me to have a local hobby shop where I can go to buy supplies when I need them (rather than waiting

for them to arrive by mail), receive knowledgeable advice, and commune with fellow modelers. I am more than willing to pay a little extra for a kit for the convenience and pleasure of a local store, especially for the friendships I have made there.

I hope these comments also provide food for thought, and perhaps even something more nutritious than fast food.

David A. Bottger
Colorado, USA

Space Cadets

Responding to your question in the April 2008 issue of *SAMI*: 'Can this title legitimately cover spaceflight, and if not, where do we draw the line?'

At an instinctive level, I would love you to cover spaceflight, as during my childhood and adolescence the great strides of aviation and spaceflight formed



a continuum; one great adventure.

But, though I would love a 200 page *SAMI* to thump through the letterbox every month, there are practical considerations, let alone philosophical, and I think the lead should come from the mag's title *Aviation*.

'Aviation the art or practice of mechanical flight; the production, design, operation, etc of aircraft; the aircraft industry; (usu military) aircraft collectively (US)'. [Lavis a bird]



(Chambers).'

'Flight' here, I think, presupposes air as the medium and although that permits the X-15 to enter the definition (I know about the astronaut's wings awarded the pilots) it does not permit Sir Richard's Spaceship 2 (but possibly White Knight with a load!), as the primary medium is space and the atmosphere is something to be suffered. Any space vehicle proper (orbital and beyond) is automatically excluded.

The definition does, however, allow ground equipment, under 'operation.'

Tony Grand
By Email

German Aircraft in the Soviet Union & Russia

BOOK OF THE MONTH

This is another totally fascinating work from the expert pen of Gordon and the two Komissarovs on a very unusual subject. The first German aircraft to reach Russia found their way there before World War 1 and during the war some 120-150 German aircraft were captured. After 1933 purchases of German aircraft stopped and during the Spanish war of 1936-1939 two types of



captured German aircraft were tested in the USSR. These were the Messerschmitt Bf 109B fighter and the Heinkel He 111B bomber. In 1940 the Germans sold to the Soviet Union several examples of their military aircraft; including the Bf 109E, Bf 110C, He 100, Ju 88A-1, He 111E, Do 17, Do 215B-3, Focke-Wulf Fw 58, and the Fieseler Fi 156 Storch. All of them were thoroughly studied in the USSR.

TECHNICAL DATA

Authors: Yefim Gordon, Sergey and Dmitry Komissarov
Price: £35.00
Publisher: Ian Allan
ISBN: 9781857802924
Format: Hardback, 320 pages
www.ianallanpublishing.com

During WW2 the Soviet troops also captured a large number of German aircraft of different types, some of which were tested in the USSR and played an important part in the development and production of Soviet-designed jet aircraft. In 1945 the Soviet authorities set up special design bureaus in the Soviet-occupied part of Germany staffed with German engineers for the purpose of developing jet engines and jet-powered aircraft. These establishments were soon transferred to the USSR and their work resulted in the production of the mighty NK-12 turboprop engine, which to this day powers the Tu-95 strategic bombers.

The book is well written and superbly illustrated with both historic photographs and colour profiles, and is highly recommended to anyone with an interest in Soviet aviation.

SAMI

Modelling Scale Aircraft

Describing how to model a particular aircraft has always been a very subjective exercise as for many, tools and techniques are very personal, and come from years of tried and trusted experience, and it is always a tough nut to crack when ideas are put into print. However, renowned author and modeller Brett Green has succeeded in his approach in this new Osprey book and there is something for the novice and expert alike within the pages. Written in a clear and concise manner with meaningful photographic illustrations the author takes a multi-layered approach to all aspects of modelling, right from opening the box, through the basics of tools required, how to salvage a damaged canopy and how to create a realistic looking finish. In all eight chapters cover *Getting Started with Tools*,



TECHNICAL DATA

Author: Brett Green
Price: £13.99
Publisher: Osprey
ISBN: 9781846032370
Format: Softback, 80 pages
www.ospreypublishing.com

Preparing Your Model, Assembly, Detailing Your Model, Filling and Sanding, Painting and Markings, Weathering and Finishing Details.

SAMI

Fire Tankers Pt. 2



CD-ROM

Aero Research Co. DVD
Cat. No. 5002

This is another beautiful compilation featuring a mass of photographs depicting aircraft many of us would not even have imagined. Certainly those fans of civil aviation tempted by military subjects will find plenty to choose from, and the Tigercats and Avengers in particular are worth getting this disc for. Highly recommended.

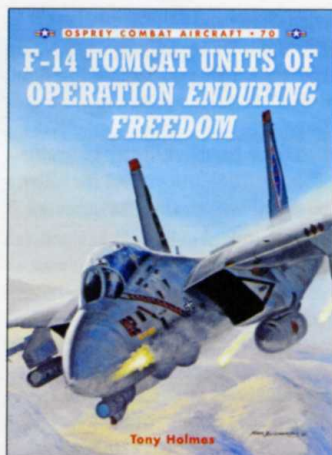
GH

SAMI



Operation Enduring Freedom F-14 Tomcat Units

Author Tony Holmes continues his excellent series looking at the US aircraft involved in recent Gulf and Afghan conflicts. His attention with this volume is turned to the late lamented Grumman F-14 Tomcat during the type's final operational shouts. For any aficionado of modern warfare this is a superb book, and although it does not contain as many images as previous works, it is packed to the firewall with first hand mission reports from Tomcat flyers, as well as excellent insights into the tactical approach and strategic aims provided by officers. The author was given exclusive access to aircrew and their mission reports, their combat diaries and their

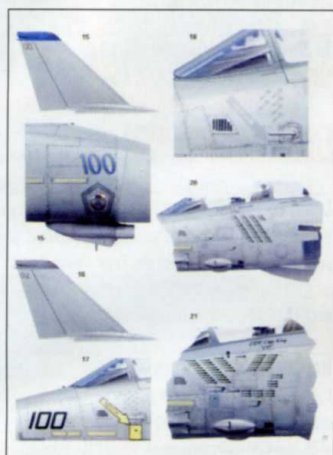


TECHNICAL DATA

Author: Tony Holmes Price: £12.99
ISBN: 9781846032059 Publisher: Osprey
Format: Softback, 96 pages
www.ospreypublishing.com

humour and anecdotes. The book is as ever supported by full colour artwork and goes a long way to reveal the battle experiences of the most famous modern fast jet. In all, five chapters recount the Tomcat's experience and include The Opening Strikes, Toro Boro and Operation Anaconda.

SAMI



Photos of Planes and Helicopters and their Model-Kits at 1/72 Scale + Datas Reals and Scaleds

This is an interesting project, in which the author has sourced photographs of real aircraft, and accompanied these images with a data panel on the type along with an image of a 1/72 model based on the actual machine in the picture. It is quite an achievement, and is a real testament to what can be achieved in 1/72.

While its use as a prime reference source is marginal, the pure enjoyment of modelling for its own sake makes this an enjoyable book, while in many instances it will point the way to a project that the reader might not have considered possible with currently available products.

This is volume one of a projected series. It's an A5 paperback well printed and bound, and this first issue focuses on Canadian, French, and a number of European countries, with all subjects being post-war to modern day.. The



TECHNICAL DATA

Author: J.C. Garcia
ISBN: 9782953110319
Format: Softback, pp68

collection seems to have started in 1976, so a lot of nicely made up examples of older kits are depicted, notably Heller, Airfix and Matchbox. Volume two promises British and US jets. Something different, but definitely a modeller's book.

GH

SAMI

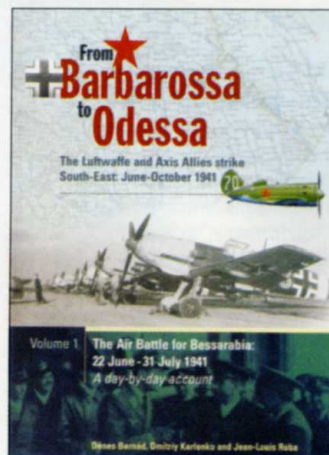


From Barbarossa to Odessa – vols 1 & 2

Unusually the latest in this series of the history the 'War in the East' has been produced as two softbacks. They have been produced using the smallest type that is practical; this means of course that there is an awful lot of text for your money.

To say these books are thorough is an understatement. The text contains a day-by-day operational story with the first volume finishing off on Thursday July 31st 1941, when it was deemed that the battle over Bessarabia was concluded and the action turned towards Odessa. Volume two starts with following day and concludes with the action on Friday the 17th of October when Rumanian troops entered Odessa.

Both books have a good number of illustrations, complemented with a number of colour profiles. Some of the shots will be useful, particularly if



TECHNICAL DATA

Author: Denes Bernad, Dmitry Karlenko and Jean-Louis Roba
ISBN Vol 1: 978-1-8578-0273-3
ISBN Vol 2: 978-1-8578-0280-1
Publisher: Midland Publishing
Format: Softback 96pp

aircraft of Axis allies are your thing, but two I found interesting were of a TB-3, complete with two I-16 fighters slung under the wings - obviously these machines were actually used in action.

To write these two volumes in such detail and yet still in a readable form is a testament to the authors' skills and I am sure that they will be welcomed by many students of aviation history.

NR

SAMI

Big Cat Diary

This book was originally conceived by the last Commanding Officer of a RAF Jaguar Squadron as a personal gift to all who served with him in its final year. Luckily for us it was decided to produce it for a wider audience and so we have a unique record of that final year of service of the Jaguar told in pictures. This is the story of number 6 Squadron, its men



TECHNICAL DATA

Author: Wing Commander John Sullivan
ISBN: 978 0 9557 2470 1
Publisher: Ian Allan
Format: Hardback 96pp

and women and of course its aircraft. When RAF Coltishall closed in 2006 the squadron moved to RAF Coningsby where the majority of the photographs were taken.

There are some magnificent shots of the special farewell schemes, both in the air and on the ground. The detail is excellent and I am sure that many of the shots will be appreciated by the modeller.

NR

SAMI



■ Questions to Contributors

If you have a question or query you wish to raise with any of the contributors to this magazine, they should be made IN WRITING to the SAM Limited address. Neither the Editor nor any of the contributors are at SAM Limited on a daily basis and the Editor asks for all enquirers to appreciate this fact and be patient. Please understand that the staff at SAM Limited do not have access to the information you require and therefore cannot answer your questions on the phone. Please enclose a stamped SAE with all enquiries, if you anticipate a reply. Thank you.

■ Samples for Review

Scale Aviation Modeller International is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller International should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested. For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you.

■ Company/Suppliers Addresses & Enquiries

Please note that the Editor and staff at SAM Limited cannot help with general enquiries about contact details for companies, importers or model shops whose products may be mentioned in Scale Aviation Modeller International if the address information is not included with the review etc. Please check the advertisements in this journal for all suitable UK sources and only contact the firm directly if it is noted that there is 'No UK stockist'. We are sorry, but we cannot help with details of companies which do not advertise in this magazine. Also note that neither the Editor nor contributors will undertake specific or general aviation research for enquirers. Thank you.

Copyright Warning

Due to the growing misuse and breach of copyright apparent on the web SAM Limited gives notice that no-one is permitted to reproduce in any way (in original form or 'modified') anything published in this, or previous editions of this magazine. All design, layout and studio photography is the copyright of SAM Limited. All profiles, scale plans and supporting photographs are the copyright of the individual authors. None of these may be used without prior written agreement from both the author/artist and SAM Limited. Infringement is a breach of international law, so if you see items posted on the web from this magazine other than on the official SAM Limited website (samlimited.com) please advise the publisher immediately.



SAM LIMITED

© SAM Limited 2008

All rights reserved. No part of this publication may be reproduced or transmitted (including posting to a website) in any form or by any means, electronic or mechanical, including photocopy, recording, or any other information storage and retrieval system, without prior permission in writing from the publishers.

Scale Aviation Modeller International is published monthly by SAM Limited and is distributed to the news trade on the second last Saturday of each month.
Next edition on sale 24th MAY 2008

Contacts

Airbrush Co

www.airbrushes.com Unit 7
Marlboro

Academy

www.academy.co.kr

Aires

www.aires.cz
+420 476 103 963

Airfix

www.airfix.com

Anigrand

www.anigrand.com

Ardpol

www.ardpolmodels.com
+48 (0)48124194046
ardpol@poczta.fm

AZ Models

www.legatokits.cz
+420 (0) 272 940948

Broplan

broplan@wp.pl

Cammett Ltd

Adlen House, Eardisland Leominster,
Herefordshire, HR6 9BD
+44 (0)1544 388514,
cammettco@btinternet.com
www.cammett.co.uk

Choroszy

www.modelbud.pl

Classic Airframes

www.classicairframes.com

Contrails

www.drawdecal.com
3524 17th Avenue South,
Minneapolis, MN 55407

Dragon

www.dragon-models.com

Dutch Profiles

www.dutchprofile.nl

Eduard

www.eduard.com
+420 476118668

Freightdog

www.freightdogmodels.co.uk

Galdecal

george@galdecal.supanet.com
22 Gowanhill Gardens, Stirling, FK8
1SG

Ian Allan

www.ianallanpublishing.com

Italeri

www.italeri.com

MDC

01773 51344
www.modeldesignconstruction.com



Midland Publishing

www.ianallanpublishing.com

Model Alliance

www.theaviationworkshop.co.uk
+44 (0)1235 769038

Olimp/Pro-Resin

www.olimpmodels.com

Osprey

www.ospreypublishing.com

Phoenix Aviation

falcon@hk-hobby.com.hk
(852) 2886 2290

Quickboost

www.aires.cz
+420 476 103 963

RB Productions

www.radub.com

Revell

www.revell.de
+49 (0)5223 965 0

Scale Aircraft Conversions

www.scaleaircraftconversions.com

Scale Model Perfection

www.scalemodelperfection.co.uk

Series Espanolas

www.series-espanolas.com

Tamiya

www.tamiya.com

Two Bobs

www.twobobs.net
+1 661-209-9706

TwoSix

www.twosixdecals.co.uk PO Box
1052 Crawley RH119BXU United
Kingdom
twosixdecals@mac.com

Yellow Wings

www.yellow-wingsdecals.com

Zotz

www.zotz.com



ADVERTISERS

Aeroclub Models	443
Airfix	500
Cammett	475
CMK	443
Creative Models	417
Eduard	455 & 475
HG Hannant	443
Hobbylink Japan	402, 455
Ian Allen	431
Icaro	475
Internet Hobbies	443
Kingkit	475
Kit Krazy	475
LSA Models	439
Matador Models	443
Misterkit	469
Modellers Datafiles	491
Moduni	499
Motor Books	439
MPM	469
Nostalgic Plastic	443
Parade Figures/Linden Hill	469
Pocketbond	411 & 413
Revell KG	423
Roll Models	469
SAM Limited Store	484 - 485
SBX Models	431
Shop Guide	496
Shrewsbury Models	419
Trumpeter	413
Value Models	409
Web Guide	497
White Ensign Models	475



SPRING 2008 RELEASES

For more information on Airfix releases visit www.airfix.com and register for a free newsletter



A01720 Robin Hood 1:72 scale figures £3.99

A01721 Sheriff of Nottingham 1:72 scale figures £3.99

A01726 WWI German Infantry 1:72 scale figures £3.99

A01727 WWI British Infantry 1:72 scale figures £3.99

A01728 WWI French Infantry 1:72 scale figures £3.99

A01729 WWI US Infantry 1:72 scale figures £3.99

A01730 Romans 1:72 scale figures £3.99

A01731 WWI Royal Horse Artillery 1:72 scale figures £3.99

A01734 Ancient Britons 1:72 scale figures £3.99

A01762 WWII British Infantry 1:72 scale figures £3.99

A01002 Gloster Gladiator 1:72 scale £3.99

A01031 Boulton Paul Defiant NF.1 1:72 scale £3.99

A01058 Cessna Bird Dog 1:72 scale £3.99

A02008 Fairey Fulmar 1:72 scale £4.99

A02034 Douglas TBD-1 Devastator 1:72 scale £4.99

A02045 Hawker Sea Fury FB.11 1:72 scale £4.99

A02050 Brewster Buffalo 1:72 scale £4.99

A02051 Henschel Hs123A-1 1:72 scale £4.99

A02094 Hawker Tempest V 1:72 scale £4.99

A02322 Landrover Soft Top 1:76 scale £4.99

A02329 Bedford Tactical Refueller 1:76 scale £4.99

A02331 Landrover 1 Tonne FC Truck GS Body 1:76 scale £4.99

A02332 British M119 105mm Light Field Gun 1:76 scale £4.99

A02334 Sherman Calliope Tank 1:76 scale £4.99

A03049 BAC Strikemaster 1:72 scale £6.99

A03068 F.M.A. 1A 58A Pucara 1:72 scale £6.99

A03077 Boeing AH-64 Apache Longbow 1:72 scale £6.99

A04014 Dornier Do17 E/F 1:72 scale £9.99

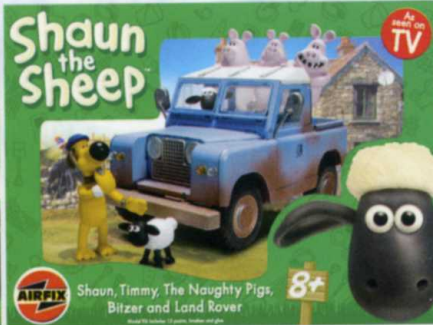
A05036 Horsa Glider 1:72 scale £10.99

A05037 Vickers Wellington Mk1c 1:72 scale £10.99

A10102 Canberra B(1) 8 1:48 scale £27.99

A50018 Shaun The Sheep with Landrover 1:12 scale including Humbrol Acrylic Paints, Precision Poly and brushes £22.99

A50019 Shaun The Sheep with Tractor 1:12 scale including Humbrol Acrylic Paints, Precision Poly and brushes £22.99



Airfix catalogue out now!
Join the Airfix Club

www.airfix.com



HORNBY
A Hornby Product